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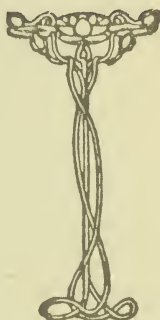
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ACROSS CANADA

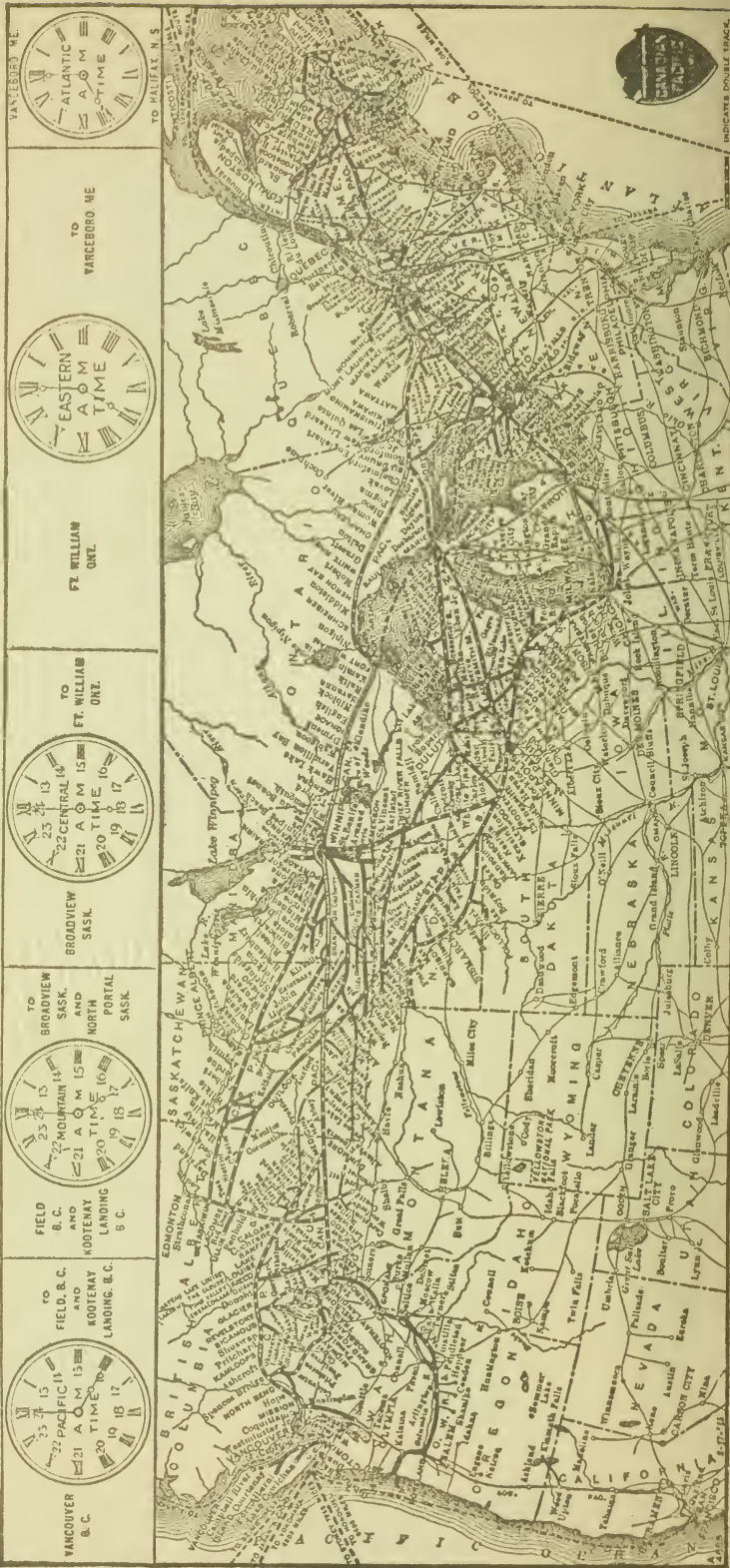


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{ CROWS NEST
PASS ROUTE

THE DOMINION OF CANADA

AREA, POPULATION, ETC.



CANADA comprises the northern half of North America. Its southern boundary is the United States, on the east is the Atlantic, on the west the Pacific, and on the north the Arctic Ocean. Its area is 3,729,665 square miles, larger than that of the United States, and nearly equal to that of Europe. The population was, according to the census of 1911, 7,206,643, or nearly a fourth less than that of Belgium. (Estimated population for 1913, 7,758,000.) The census also showed that of the population 3,896,685 were British by race or origin, 2,054,890 were of French descent, 393,320 Germans, 105,492 Indian and half-breeds, 36,795 Chinese and Japanese, while almost every European race was represented in the remainder. During recent years a large number of farmers from the United States have settled in the Western Prairie provinces. Population to square mile, Canada 1.93; Great Britain, 471; U. S. A., 25.

From Vancouver on the Pacific to Halifax on the Atlantic is 3,740 miles by rail. From Dawson on the Yukon River to Victoria on the Pacific is 1,550 miles by ocean and river steamer and rail. Its most southerly portion is in the latitude of Northern Spain and Italy, and the most northerly portion of the mainland is in the latitude of Northern Norway.

PROVINCES AND TERRITORIES.

The following table gives the areas and population of the various provinces:—

Provinces	Area in Square Miles.	Population 1901 Census.	Population. 1911 Census.
Yukon, etc.....	207,076	47,348	{ 8,512 18,481
Northwest Territories.....	1,242,224		
British Columbia.....	355,855	178,657	392,480
Alberta.....	255,285	73,022	374,663
Saskatchewan.....	251,700	91,279	492,432
Manitoba.....	251,832	255,211	455,614
Quebec.....	706,834	1,648,898	2,003,232
Ontario.....	407,262	2,182,147	2,523,274
Prince Edward Island.....	2,184	893,953	{ 93,728 351,889 492,338
New Brunswick.....	27,985		
Nova Scotia.....	21,428		
Total.....	3,729,665	5,370,515	7,206,643

CLIMATE.

In a country of such a vast extent, a wide variety of climate is naturally to be found. Except on and near the ocean coast, the general characteristic of the climate of Canada comprises a warm dry summer and a dry cold winter. It is bracing and healthful, and in all respects is a white man's country.

On the Pacific coast, owing to the Japanese current, the climate is identical in temperature with that of the British Isles, which lie in the same latitude.

CONSTITUTION AND GOVERNMENT.

The Dominion is governed, under a Governor-General appointed by the British Crown, by a Legislature or Parliament, which makes the laws. Parliament is composed of two Houses, the Commons, elected by the people, and the Senate, appointed by the Government.

The Cabinet or Government, which administers the laws passed by Parliament, is composed of members of Parliament, who must have the support of a majority of the Commons or elective branch in order to hold power.

A change of policy, by reason of a change of Government, may occur at any time, and an election to decide as to the views of the people on the change may be held at any time.

The Dominion Parliament controls the criminal law, the militia, the post office, railways, indirect taxation by the tariff and excise, trade relations with other countries, and, speaking generally, all matters of national concern.

The Dominion owns and controls the administration of the public lands in the three Central Provinces and throughout Northern Canada. These provinces contain many millions of acres of unoccupied agricultural government land, and the responsibility for their development rests upon the Dominion Government.

The provinces are governed by legislatures elected by the people, and have responsible government on the same principles as the Dominion. They are charged with providing the civil law and administering both civil and criminal laws.

They provide for education and for municipal government, and for direct taxation in their support, and generally all matters of a purely provincial or local nature.

EDUCATION.

Primary education in Canada is amply provided for in all the provinces, and in nearly all it is free. The figures for 1912 show that there were then 25,700 public and high schools, with 41,389 teachers and 1,418,555 pupils. Canada spent on education in 1912, \$44,149,219. Eighty-five per cent. of all the population over five can read, and 74 per cent. can both read and write. The system of education is mainly compulsory (except in Manitoba) and unsectarian.

RELIGION.

There is no State Church in Canada, but there are numerous places of worship belonging to the different denominations. According to the census returns of 1911 the adherents of the principal religious bodies were as follows:

Roman Catholics...	2,833,041	Mennonites.....	44,611
Presbyterians.....	1,115,324	Congregationalists..	34,054
Methodists.....	1,079,892	Salvation Army.....	18,834
Anglicans.....	1,043,017	Christians.....	16,773
Baptists.....	382,666	Evangelical.....	10,595
Lutherans.....	229,864	Buddhists.....	10,012
Greeks.....	88,507	Brethren.....	9,278
Jews.....	74,564		

JUSTICE AND CRIME.

Respect for law and maintenance of order are very prominent features of life in Canada, as distinguished from most other new countries. The criminal statistics show a slight increase, but there is very little serious crime in Canada. In 1913 (the latest year for which statistics are available) there were 18,320 convictions in all for indictable offences, of which 15,725 were first convictions. Only 293 of these offences called for sentences of five years and over, and only in 23 instances was sentence of death passed. In 4,655 cases the offender was allowed the option of a fine.

Each Province supports its own police force, with the exception of Saskatchewan and Alberta, which, with the Yukon Territory, are policed by a fine body of men, the Royal North-West Mounted Police. The force, which numbers 1,268, in 1914, officers and men, was organised in 1873. The Canadian Pacific Railway has its own police system.

TRANS-CONTINENTAL RAILWAY.

The Canadian Pacific Railway has been well called one of the wonders of the world, and is the longest continuous track railway under one management in the world. It was constructed from coast to coast in five years instead of ten, as per contract, and its total mileage is over

18,150. It possesses 76 steamships, 2,248 locomotives, 2,772 passenger and sleeping cars, and 95,367 freight cars. During the year ending June 30, 1914, it carried 15,638,312 passengers and 27,801,217 tons of freight.

BANKING AND SAVINGS.

Canada has 1,133 Post Office and Government Savings Banks.

There are 30 chartered banks in the Dominion with branches all over the country. In ten years their assets have trebled, their capital has increased 50 per cent., and their note circulation has more than doubled. The public deposits in Canada amount to \$1,011,367,714.

The total savings of the people amount to about \$150 per head—the highest record of any country in the world.

IMPORTS AND EXPORTS, 1912-13.

Date	Total Exports	Total Imports	Total Trade
1912	\$341,980,882	\$559,325,544	\$ 901,306,426
1913	436,218,037	686,604,413	1,122,822,450

Canada buys \$100 per annum per head of the population.

CANADA AS MANUFACTURING COUNTRY.

The census of the manufacturers of Canada taken in 1911 for the calendar year 1910 gives the following comparative statistics, compared with those of the census of 1901 for the calendar year 1900, namely:—

—	1910	1900	Increase	Inc. p.c.
Establishments	19,218	14,650	4,568	31.18
Capital.....	\$1,247,583,609	\$446,916,487	\$800,667,122	179.15
Employees.....	515,203	339,173	176,030	51.89
Salaries, Wages.	\$241,008,416	\$113,249,350	\$129,959,066	112.81
Materials.....	\$601,509,018	\$266,527,858	\$334,981,160	125.68
Products.....	\$1,165,975,639	\$481,053,375	\$684,922,264	142.38

The capital employed in manufactures increased during the decade by 178.58 per cent., and the value of products by 142.11 per cent. The number of establishments employing five hands and over last year was 19,202, being an increase of 4,552 in the decade.

AGRICULTURAL CROPS.

The progress of Canada as an agricultural country may be seen in the following figures for the crops for the years 1901, 1911 and 1913 respectively:—

Crop	1901	1911	1913
Wheat..	55,572,000 bush.	215,851,300 bush.	231,717,000 bush.
Barley..	22,224,000 "	40,641,000 "	48,319,000 "
Oats....	151,497,000 "	348,187,600 "	404,669,000 "
Potatoes	55,363,000 "	66,023,000 "	76,720,000 "

35,375,000 acres were under cultivation in 1913, value of products being \$552,771,500. Exports of agricultural produce in 1913 totalled \$208,642,607.

Canada has also a large and increasing fruit production, consisting principally of apples, but including also peaches, plums, grapes, and small fruits.

LIVE STOCK.

The figures of the live stock for the same period show a similar rate of progress:—

Live Stock	1910	1911	1912	1913
Horses.....	2,213,199	2,266,400	2,236,800	2,535,800
Cattle.....	7,114,914	7,086,600	6,983,700	6,831,800
Sheep.....	2,598,470	2,389,300	2,360,600	2,141,000
Swine.....	2,753,964	2,792,200	2,656,400	3,072,600

J. D. McGregor, of Brandon, Manitoba, won the prize for the best animals out of 10,000 shown at the International Live Stock Exhibition, Chicago, December, 1913.

FISHERIES.

Canada has the most extensive fisheries in the world, including 12,780 miles of sea coast and innumerable lakes and streams amounting to 220,000 square miles of fresh water. The number of vessels and boats engaged in the industry is 41,170, and the number of fishermen 91,132. The principal fish caught are salmon, lobsters, cod, herring, mackerel, trout, halibut, and haddock. The value of the fish caught in 1912-13 was \$33,389,464. Exports in fish in 1913 totalled \$20,237,348.

There are 56 fish-breeding hatcheries, and over 800,000,000 fry are annually distributed. Canada's lobster plant is valued at \$3,750,000, with nearly 70 lobster canneries, the output of which in 1912 was 110,823 cwt. live lobsters and 10,007,136 lbs. preserved lobsters.

MINERAL PRODUCTS.

Canada is rich in minerals, particularly in metals, and has the largest nickel, corundum, and asbestos deposits in the world. Mineral production, 1912, \$135,048,296. The Yukon goldfield is 125,000 square miles in area. Canada has 1,234,269,310,000 metric tons of coal in coal areas estimated at 109,168 square miles. The famous Cobalt mines yielded in 1910 silver to the value of \$15,500,000.

FOREST PRODUCTS.

Canada's forest resources are almost illimitable. According to official estimates, there are 1,248,798 square miles of forest area in Canada. Such estimates do not include the great northern belt of forest, as to which all is more or less conjecture.

Ontario contains the largest area of forest lands, estimated at 102,000 square miles. North of the Canadian Pacific Railway are about 60,000,000 acres covered by spruce, jackpine, and poplar. Red and white pine are found in large quantities in many parts of the Province.

WATER POWERS.

Canada possesses twice as large commercially potential water powers as the United States, namely 16,600,000 h.p., of which only 1,016,521 h.p. has been developed. The greatest development up to date has been in the provinces of Ontario and Quebec. Canada's share of the 1,125,000 h.p. from Niagara Falls amounts to 450,000 h.p. There are many undeveloped water powers along the line of the Canadian Pacific Railway.

TELEPHONES AND TELEGRAPHS.

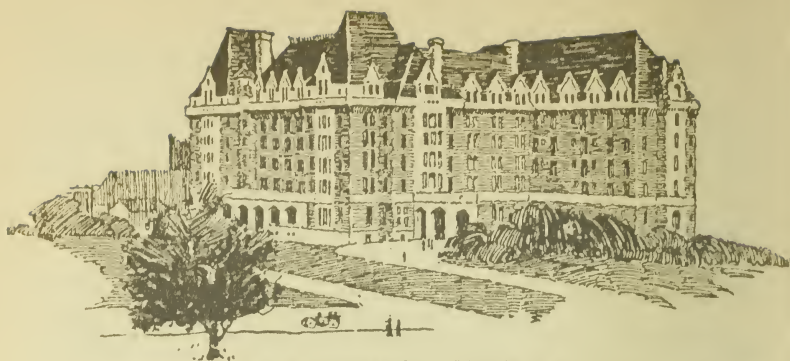
There were 889,572 miles of telephone wire in Canada at the end of 1912 and 370,884 telephones in use. This is one telephone for every eight of the population.

There are 134,700 miles of telegraph wire of which 102,700 miles are owned and operated by the Canadian Pacific Railway.

There are 40 wireless telegraph stations.

NATIONAL PARKS.

Canada has three great National Parks in the Rocky Mountains: (1) Rocky Mountain Park, with an area of 1,800 square miles; (2) Yoho Park, area 560 square miles, and (3) Glacier Park, area 468 square miles. Both the Canadian Government and the Canadian Pacific Railway are spending large sums in developing these parks and making them accessible to the tourist, so that they are rapidly becoming the Playgrounds of North America.



C. P. R. Empress Hotel, Victoria, B. C.

ACROSS CANADA

Annotated Guide
via the Canadian Pacific Railway

DESCRIPTION OF TRANSCONTINENTAL ROUTE Victoria and Vancouver to Montreal, 2,895 Miles

Victoria—*Alt. 20 ft. Pop. about 67,700.* Capital of British Columbia, charmingly situated at the southern extremity of Vancouver Island, overlooking the Straits of Fuca to the Pacific, and beyond the Gulf of Georgia, the mainland. Across the strait are the beautiful Olympic Mountains, and far away at the east the white cone of Mount Baker is conspicuous. The climate resembles that of the south of England. Besides the magnificent Government buildings, which rank amongst the finest in America, the city has many fine public and private structures, including the Canadian Pacific Railway's palatial Empress Hotel, one of the finest hostelries on the Pacific coast. Beacon Hill Park affords a fine view of the waters and mountains on every side. The city has an extensive trade, and many large commercial houses, which do a very large outfitting trade for the Yukon. The Chinese quarter is always interesting to visitors. The Esquimalt and Nanaimo Railway extends northeasterly through a heavily timbered country of great natural beauty and many prosperous settlements, to the fertile Courtenay district with a branch to Port Alberni. A splendid Canadian Pacific Steamship service connects with Vancouver—a ferriage of four hours through a beautiful archipelago. The "Princess" steamships are the most popular boats on the Pacific coast. Steamboats also afford regular connections with Puget Sound ports, and depart about every five days for San Francisco, connecting there for Southern California, Mexico and South American west-coast ports. Steamers from and to Vancouver for Japan, China, Philippines, Hawaii, Fiji and Australia stop at Victoria for passengers, and there are regular sailings for Alaskan points both for tourists visiting the wonderful fiords of the north coast, and those intending to explore the great gold-belt of the Yukon. Esquimalt Harbor, two miles from Victoria, was formerly the British naval station on the North Pacific, with naval storehouses, workshops, graving docks, etc.

Vancouver—*Alt. 11 ft. Pop. 207,000.* The Pacific terminus of the railway and the nearest ocean port to the great wheat lands. Until May, 1886, its site was covered with a dense forest. From May to July its growth was most rapid, but in July a fire, spreading from the surrounding forest, swept away every house but one in the place, and, with this one exception, every building now seen has been erected since that time. The situation is most perfect as regards picturesqueness, natural drainage, harbor facilities and commercial advan-

tages. It has extensive wharves and warehouses, churches, schools, etc., all of the most substantial character, and many first class hotels, among them the Vancouver Hotel, recently very much enlarged, operated by the Canadian Pacific Railway. It has many miles of asphalt streets, and cement sidewalks, has an electric street railway, and is lighted both by gas and by electricity. An ample supply of pure water is provided by means of pipes laid under the Inlet from two mountain streams, while the city's sewage system is second to none. Besides its magnificent hotel, the Canadian Pacific Railway has a large station and offices in the city, and it is a remarkable tribute to the growth of both railway and city that big additions have just been made to these edifices. There is a regular steamship service to Victoria, Seattle, Nanaimo and San Francisco, to Philippines, Japan and China, to Sydney, Australia, via Honolulu, H.I., Suva, Fiji, and to Puget Sound and Alaskan ports, it being one of the principal points of departure on the coast for the Yukon and other northern goldfields, and an outfitting headquarters for miners and prospectors. The Canadian Pacific Railway White Empress Steamships take the shortest, safest and most pleasant route to Yokohama, Kobe, Nagasaki, Manila, Shanghai and Hong Kong, making the quickest passage by from five to ten days across the North Pacific, departing every two or three weeks. Two magnificent new steamers have been added to this service. These are the "Empress of Asia" and "Empress of Russia." They are the fastest and most luxurious boats on the Pacific. With their luxurious cabins, and splendid public rooms, with a gymnasium, verandah cafe and laundry; with a gay Filipino band and the perfect service of the China boys, these vessels make the voyage to the Orient one of the most delightful in the world. The Far East is now brought near, and Vancouver touches the finger tips of dainty little Japan. A large proportion of the silk trade passes through Vancouver, and the Canadian Pacific Railway "Silk Train" is perhaps the most famous train in the world. The speed and seaworthy qualities of the "Empresses" was recognized by the British Admiralty which promptly requisitioned these boats on the outbreak of war.

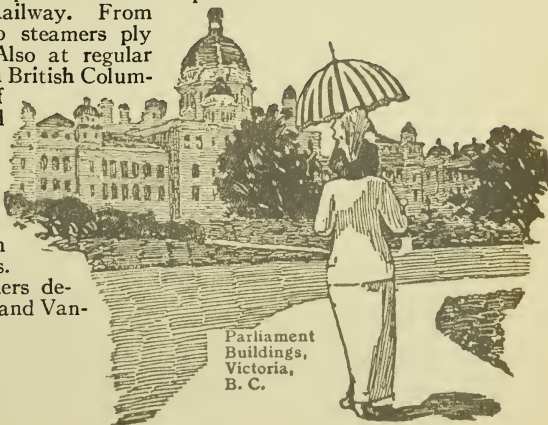
The country south, towards the Fraser, has fine farms, and is especially adapted to fruit growing. The electric railway running from Vancouver to Steveston intersects this district and gives access to the salmon canneries at the foot of the Fraser River. The coal supply comes from Nanaimo, directly across the Straits of Georgia, and almost within sight. The scenery all about is magnificent—the Cascade Mountains near at hand at the north; the mountains of Vancouver Island across the water at the west; the Olympics at the south-west; and Mount Baker looming up at the south-east. Stanley Park is a magnificent public pleasure resort, and a visit to Capilano Canyon, a remarkable mountain cleft across the Inlet, is a delightful outing. Opportunities for sport are unlimited at no great distance—mountain goats, bear and deer in the hills along the Inlet and trout-fishing in endless variety. A stay of a week at Vancouver will be well rewarded.

Vancouver and Victoria are closely connected with the

BRITISH COLUMBIA COAST SERVICE

An extensive steamship coast service is provided in connection with the Canadian Pacific Railway. From Victoria and Nanaimo steamers ply daily to Vancouver. Also at regular intervals from Northern British Columbia ports, west coast of Vancouver Island, and from Skagway, Alaska, where connection is made with the White Pass and Yukon Route during the summer season from Dawson, Atlin and other Yukon points.

From Seattle, steamers depart daily for Victoria and Vancouver.



Parliament
Buildings,
Victoria,
B. C.



Canadian Pacific Steamer "Princess Charlotte"
British Columbia Coast Service

FROM ALASKA

From June to November the Canadian Pacific Railway operates a weekly service of modern steel steamers from Skagway to Vancouver, Victoria and Seattle, and a slightly less frequent service during the remaining part of the year.

Leaving Skagway in the evening, after the arrival of the White Pass & Yukon Railway train from interior points, we get a glimpse of the now deserted village of Dyea, and shortly pass on the right the United States Army post at Fort Seward and the adjoining town of Haines.

Snowcapped mountains hem us in on every side, and waterfall, mountain torrent and glacier succeed each other until we turn into Gastineau Channel which is reached after eight hours steaming from Skagway, and very soon we are at our first stop, Juneau. Across the channel from Juneau is Douglas Island on which are located the famous Treadwell Mines and the adjoining town of Douglas. Treadwell has the largest gold quartz mills in the world, over 1,000 stamps being in operation day and night. Juneau is the capital of Alaska and the seat of Government. It is a very prosperous and thriving city, backed by an enormous mining development in the district surrounding, and is at present attracting the large mining capitalists. Mount Juneau rises sheer up from behind the town.

Leaving Juneau, we proceed back through Gastineau Channel and into Stephens Passage where in the summer time, if the steamer has not already called there northbound, a call is made at Taku Glacier. This is one of the world's finest sights. The glacier extends over 100 miles back to Atlin Lake in the extreme interior of British Columbia.

It is a sight that never will be forgotten. The steamer is within sight of ice floes and bergs of all sizes and shapes, giving out the most wonderful colors.

Huge masses are continually breaking off the glacier, crashing into the water with the noise of thunder, and floating away to be melted by a warmer clime.



Juneau, Alaska



Indicates Double Track

BRITISH COLUMBIA COAST SERVICE

Thence southbound we go leaving Admiralty Island on our right, on through Frederick Sound, passing glaciers, waterfalls, and snowcapped peaks, until we arrive at Wrangel Narrows. Here half speed is the order, and for two hours we glide through a narrow and tortuous channel, passing jutting rocks and wonderful shadows and reflections on every side, and very shortly arrive at the very interesting old port of Wrangel.

Wrangel is the port of disembarkation for those destined into the Cariboo Country. Stern wheel steamers operate from Wrangel during season of navigation up the Stikine River to Telegraph Creek in Northern British Columbia, and the world's greatest hunters go through here regularly en route to the Cariboo, where some of the finest big game hunting in the world is found and first class guides can be obtained.

From Wrangel we proceed past Lincoln Rock lighthouse through Clarence Strait to Ketchikan and get our last glimpse of Alaskan glaciers.

Ketchikan is the first and last American Port of entry in Alaska. It is a prosperous and thriving town in the centre of a big fishing district.

One of the most remarkable characteristics of the Alaska salmon can be seen at Ketchikan. Millions of these salmon can be seen ascending the waterfalls and shallow streams at certain seasons of the year, on the way to deposit their eggs in a safe and quiet place, frequently leaping more than their own length clear of the water in making the ascent.

Leaving Ketchikan, we cross the Alaskan boundary into Canadian territory, proceeding through the almost landlocked Tongas Narrows and through the Revilla Gigedo Channel to Port Simpson—about four hours steam from Ketchikan.

Port Simpson was one of the first Northern posts established by the Hudson's Bay Company, and the old fort and part of the stockade in which it was enclosed can still be seen. This is an historic spot of much interest.

Leaving Port Simpson, we proceed through Chatham Sound and in about four hours arrive at Prince Rupert, considered by many destined to be the Vancouver of the North. Sufficient time is allowed passengers here, as at other ports, to take in the points of interest.

From Prince Rupert, the steamer goes south through the beautiful Granville Channel, where thickly wooded mountains rise on either side and waterfalls are frequent, and on through Graham's Reach out into Millbank Sound and the broad Pacific Ocean. After about an hour's steaming on open water, we enter Fitzhugh Sound and so on out into Queen Charlotte Sound; the largest stretch of open water on the whole trip.

Three hours steaming takes us across, and the steamer hugs the Vancouver Island Shore until Alert Bay is reached.

This is one of the prettiest spots on the coast and has a fine, sandy beach. Here is a white mission settlement and Indian village.

There is a hospital and cannery, and the Indian village that lines the shore has one of the most interesting collections of totem poles to be found on the Pacific Coast. Several are over fifty feet high.

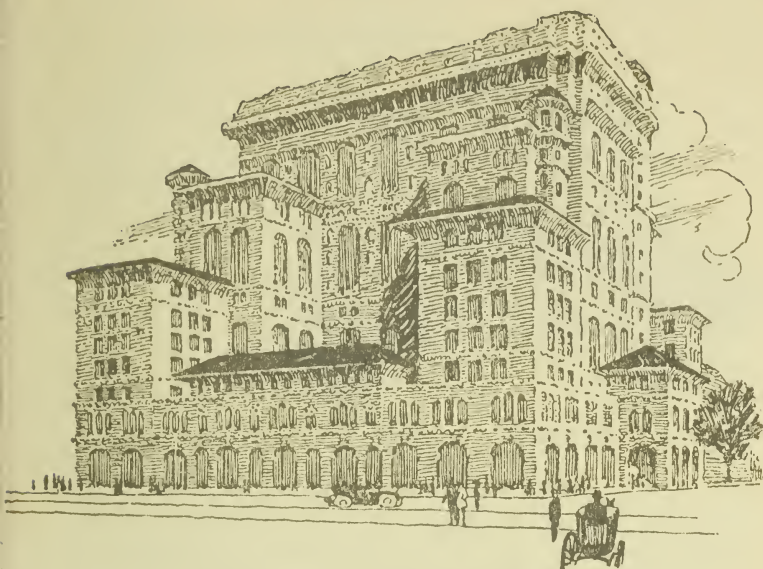
From Alert Bay we steam in between Vancouver Island and the mainland of British Columbia for about fourteen hours to Vancouver.

There we are loathe to leave the steamer after four days of the utmost enjoyment.

Seattle and Victoria passengers transfer to one of the local "Princess" steamers at Vancouver for those points, and Eastbound passengers to the trains which are almost alongside.



Vancouver from



MAIN TRANSCONTINENTAL LINE (Continued)

Starting on our journey across the continent from Vancouver, the Canadian Pacific Railway follows the south shore of Burrard Inlet, and the outlook is most delightful. Snow-tipped mountains beautiful in form and color, rise opposite, and are vividly reflected in the mirror-like waters of the deep-set Inlet. At intervals along the heavily wooded shores are mills with villages around them, and with ocean steamships and sailing craft loading with sawn timber for all parts of the world; on the other hand, and towering high above, are gigantic trees with trunks of twenty, thirty and even forty feet circumference.

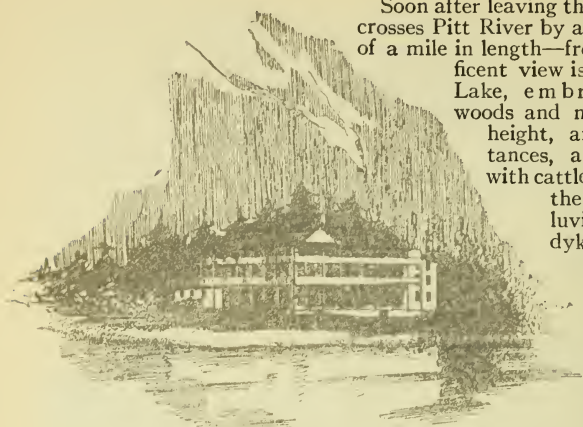
Hastings	<i>Alt.</i>	24	At the eighth mile the north arm of Burrard
Barnett	"	16	Inlet is seen extending at right angles to the
Port Moody	"	13	railway about fifteen miles into the moun-

tains which, black and sombre, descend about 5,000 feet sheer into the water which is almost fathomless. Shortly after passing Port Moody, which for a time was the terminus of the railway, at the head of the Inlet, the railway leaves salt water, and crossing over a low-lying ridge descends

(Westminster) Alt. 12
Westminster Junc. " 28

into the valley of the Fraser. At Westminster Junction a sub-division strikes in from Westminster on the Fraser River. This city is the headquarters for the salmon canning industry, which is represented by a dozen or more extensive establishments. It has also large sawmills—the product of which is shipped largely to China, South America, Africa, Europe and Australia—and the Provincial Asylum and Penitentiary are located here. Steamers ply regularly to Victoria.





Harrison Hot Springs

Soon after leaving the Junction the line crosses Pitt River by a bridge one-quarter of a mile in length—from which a magnificent view is to be had up Pitt Lake, embracing water and woods and mountains of great height, and at various distances, and meadows alive with cattle. On either side of the river extensive alluvial flats have been dyked, thus rendering about 20,000 acres of the most fertile lands fit for cultivation.

At Hammond the bank of the Fraser River is reached and followed by the railway for about 130 miles. It is here

a smooth and mighty river. Immense trees are frequent, their size being indicated by the enormous stumps near the roadway. Many beautiful glimpses are had of Mount Baker, a magnificent isolated cone, in the State of Washington, rising 14,000 feet above the railway level, the favorite view being that from the crossing of Stave River about two miles east of Whonnock.

Hammond Alt. 21
Haney " 19
Whonnock " 16
Mission " 21

From Mission a sub-division crosses the Fraser River and runs to the international boundary line where rail connection is made with the Northern Pacific Railway from Seattle, Tacoma, Portland, and all Oregon and California points.

This line gives through connection for all the prominent points on Puget Sound, and for Portland and San Francisco (via the Shasta Valley).

Nicomen Alt. 25
Harrison Mills " 40

Near Harrison Mills the Harrison River is crossed just above its confluence with the Fraser. The steamer "Vedder" operates

between Harrison Mills Station and Chilliwack Wharf. Chilliwack Valley is situated on the south side of the Fraser River opposite Harrison Mills Station, and comprises over 55,000 acres of rich agricultural land and is famed for dairying, mixed farming and fruit growing. Two of the finest equipped creameries in the Dominion are operating at Chilliwack, producing over one-half million pounds of butter annually, also the largest fruit canning company in the province is now in operation there. The city of Chilliwack has a population of 2,500 inhabitants, and has the advantages of city water, telephones and electric light.

Agassiz Alt. 54
Ruby Creek " 96

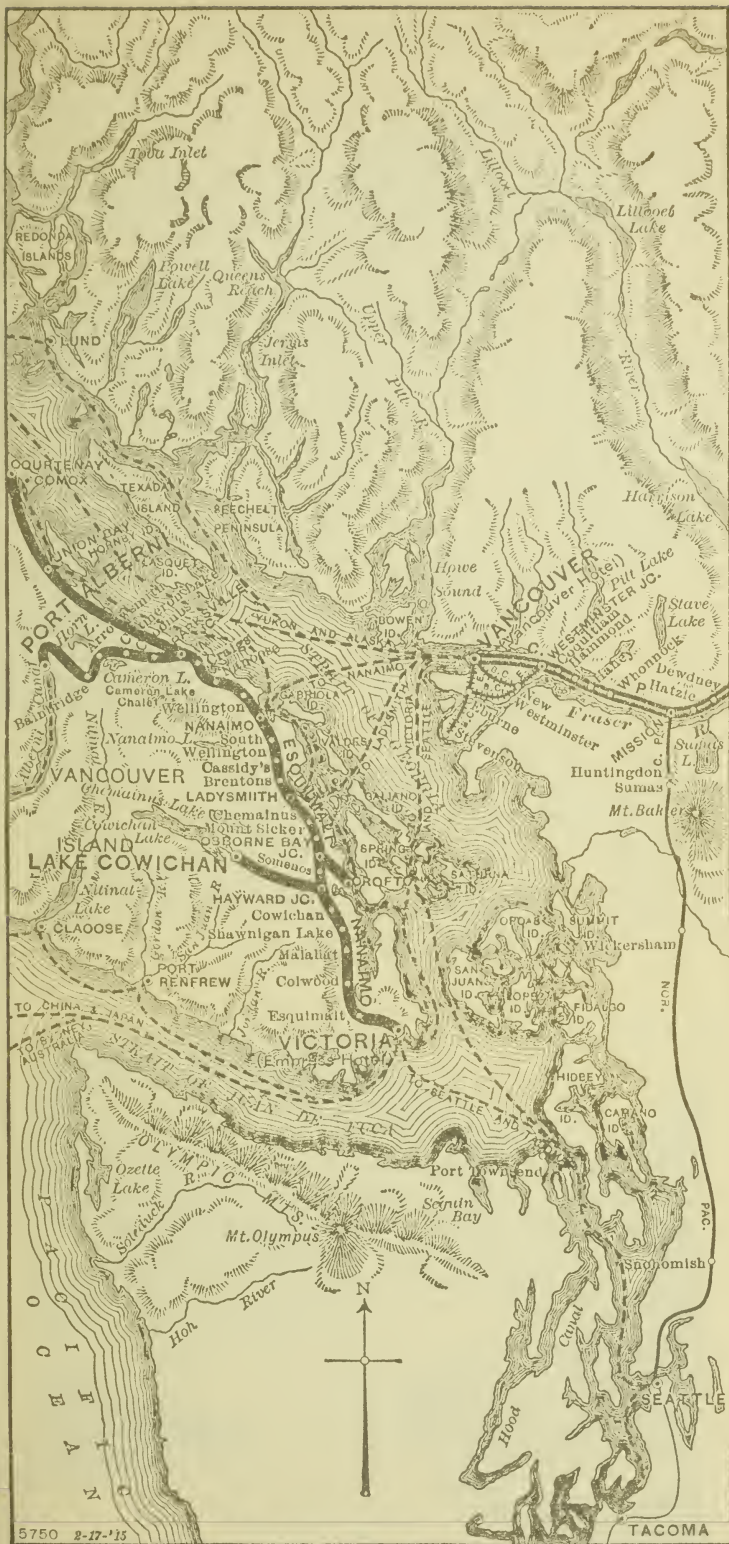
At Agassiz, overlooked by Mount Cheam, is a Government Experimental Farm where fruit and grain are grown in great variety. Agassiz

is the station for Harrison Springs (hot sulphur), on Harrison Lake, five miles north. These

springs are famed for their curative properties, and are visited by invalids from everywhere on the Pacific Coast. The St. Alice hotel affords accommodation, and the country about is most interesting. Ruby Creek is named from the garnets found in the vicinity.



North Bend



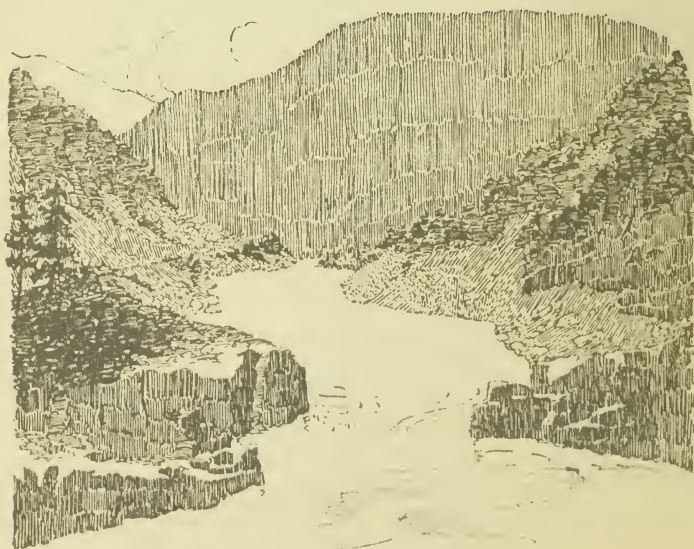
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SEATTLE TO VICTORIA AND VANCOUVER AND THE ESQUIMALT & NANAIMO RAILWAY

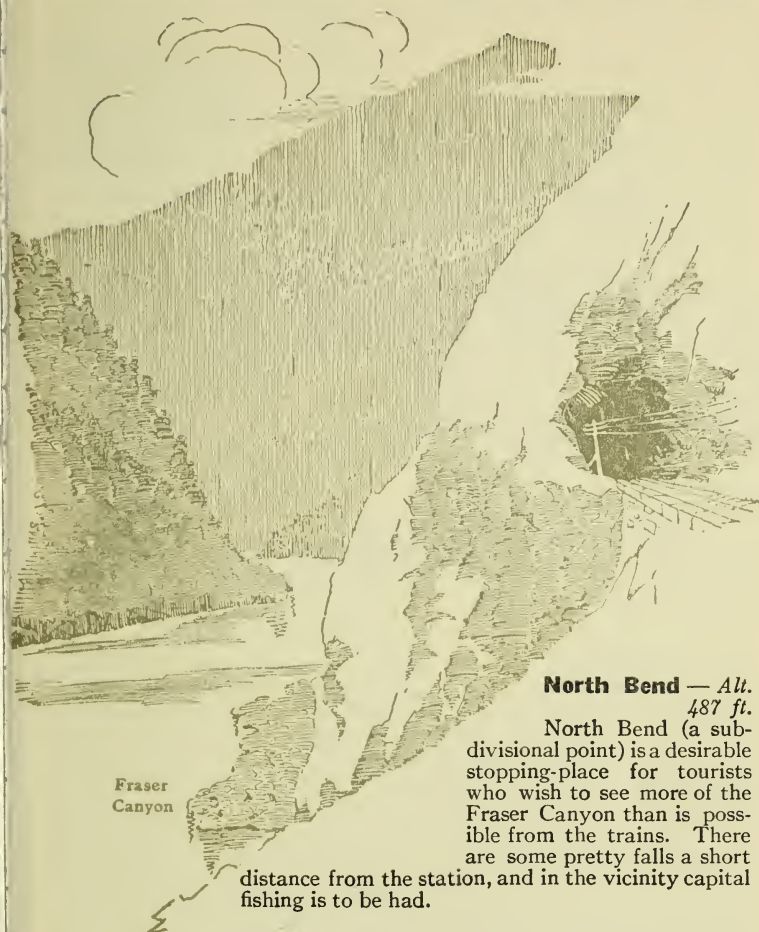
Hope—*Alt. 209 ft.* Across the river from Hope is the village of the same name—a mining town and trading post, whence trails lead over the mountains in different directions. To the south-west may be seen Hope Peaks, where great bodies of silver ore are exposed, and only await suitable fuel to be worked profitably. The Kettle Valley Railway being built through Southern British Columbia will join the main line at Hope as well as at Spence's Bridge. This will, when finished, provide an attractive alternative route to the east.

Yale—*Alt. 215 ft.* Yale is the head of navigation and from it a wagon road was built in 1863-4 to the then famous Cariboo Mines, but the first 100 miles of it have been abandoned since the construction of the railway, and become in many places impassable even for a foot passenger. Yale was formerly an outfitting point for miners and ranchmen northward. It occupies a bench above the river in a deep *cul-de-sac* in the mountains, which rise abruptly and to a great height on all sides. Indian huts are seen on the opposite bank, and in the village a conspicuous Joss-house indicates the presence of Chinamen. Leaving Yale the valley turns to the right and then to the left and the railway, passing through a succession of tunnels, enters the canyon of the Fraser—where the cliffs are enormous, and apparently bar the way. The wagon road crosses and recrosses the railway many times in the next 12 miles, till we reach Spuzzum where it passes to the opposite side of the river by a most picturesque suspension bridge, and runs thence to Boston Bar (about 12 miles) through one continuous canyon. The

Spuzzum—*Alt. 395* scenery is startling. The great river is forced between vertical walls of black rock where, repeatedly thrown back upon itself by opposing cliffs, or broken by ponderous masses of fallen rock, it madly foams and roars. The railway is cut into the cliffs 200 feet or more above and the jutting spurs of rock are pierced by tunnels in close succession. Ten miles above Spuzzum is Hell Gate, the narrowest point in the canyon. The river is held back by the projecting rocks, and in time of freshets rises 120 feet above its winter level, and those who pass through the canyon in the month of August often see the eddies packed with salmon, their back fins out of the water as they rest preparatory to making a rush round the next point. There can also be seen in a few places the remains of the old Indian trail for foot passengers only, the first for pack animals, and the old wagon road, all of which have been abandoned for the railway.



Hell Gate, Fraser Canyon



Fraser
Canyon

North Bend — *Alt.*
487 ft.

North Bend (a subdivisional point) is a desirable stopping-place for tourists who wish to see more of the Fraser Canyon than is possible from the trains. There are some pretty falls a short

distance from the station, and in the vicinity capital fishing is to be had.

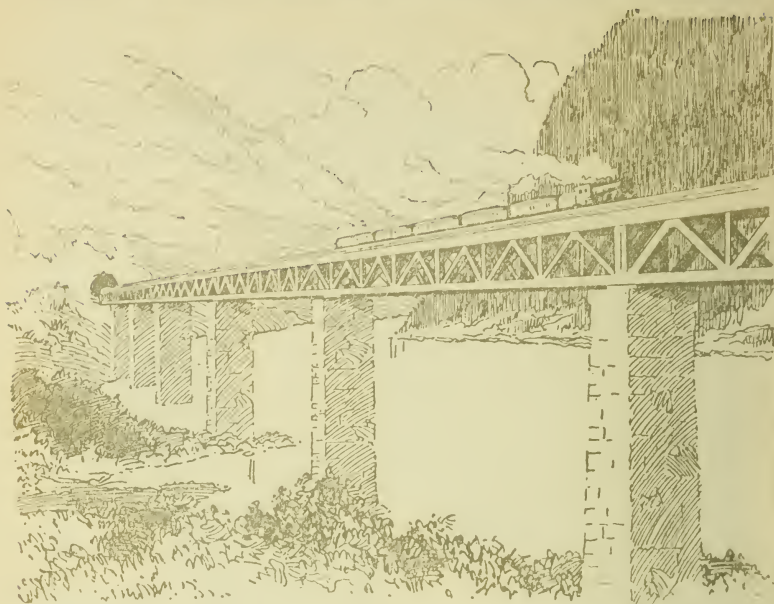
Keefers — *Alt.* 555 ft. From North Bend the line follows the west side of the

canyon, with the river surging and swirling far below. The old Government road, built in the early '60's, and abandoned since the opening of the railway, attracts attention all along the Fraser and Thompson valleys. Three miles above Keefers, where it follows the cliffs opposite to the railway, it is forced to the height of a thousand feet above the river, and is pinned by seemingly slender sticks to the face of a gigantic precipice. The canyon alternately widens and narrows. Indians are seen on projecting rocks down at the water's edge, spearing salmon or scooping them out with dip-nets, and in sunny spots the salmon are drying on poles. Chinamen are seen on the occasional sand or gravel bars washing for gold; and irregular Indian farms or villages, with their quaint and barbarously decorated graveyards, alternate with the groups of huts of the Chinese.

Near Kanaka the railway passes through a tunnel directly on to a cantilever bridge, and crosses to the east side of the Fraser River, which it follows for about six miles to Lytton, a

Lytton — *Alt.* 687 ft. small trading town.

Here the railway leaves the valley of the Fraser, and enters the canyon of the Thompson River. The mountains now draw together and the railway winds along their face hundreds of feet above the struggling river. The gorge rapidly narrows and deepens, and the scenery becomes wild beyond description. The frowning cliffs opposite are mottled and streaked in many striking colors, and now and then, through



White's Creek Bridge and Fraser Canyon near Spuzzum. B.C.

breaks in the high escarpment, snowy peaks are seen glistening above the clouds. Ten miles above Lytton, Nicomen, a little mining village, is passed, on the river bank opposite which the first discovery of gold in British Columbia was made in 1857. Above this point the scenery becomes very striking and peculiar. The

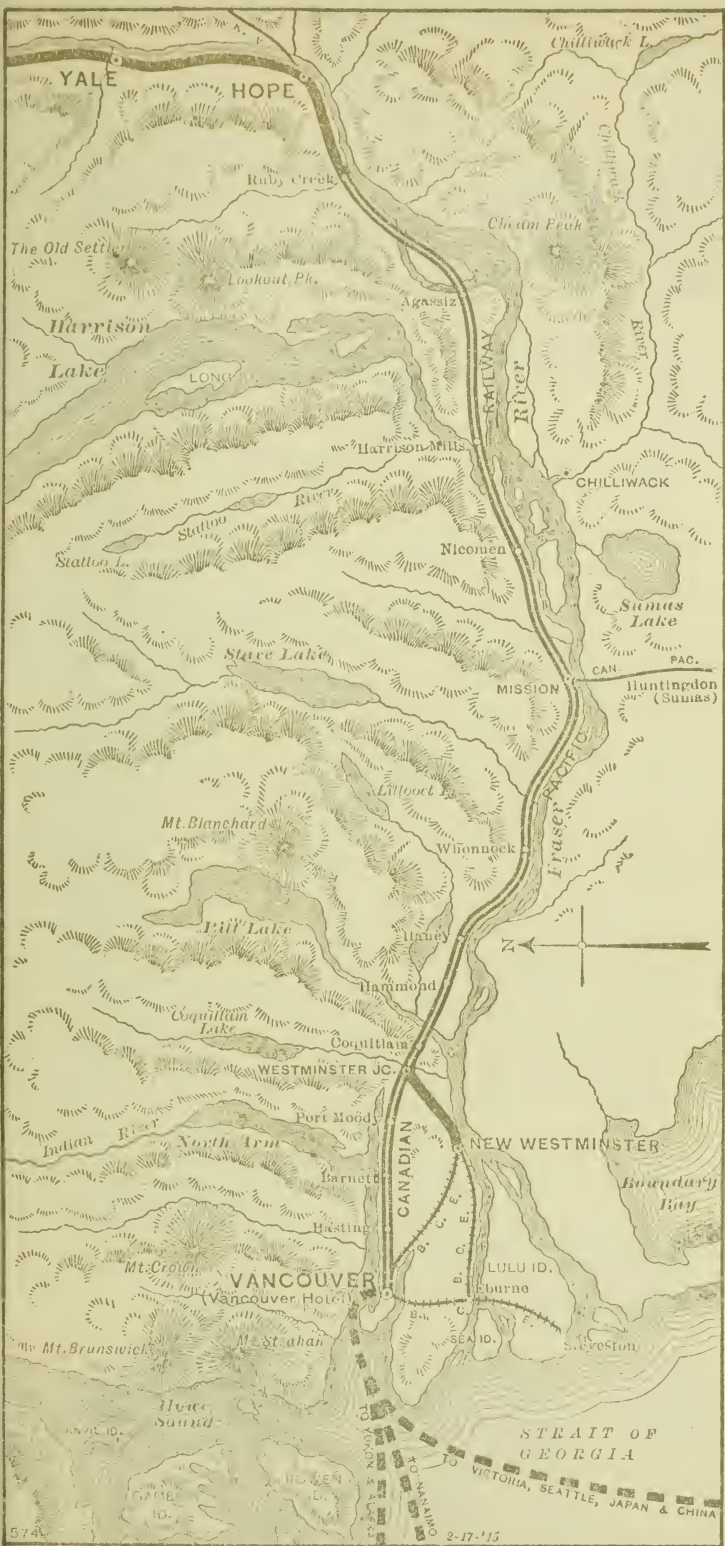
Gladwin Alt. 745
Thompson " 670
Drynoch " 752

train runs upon a sinuous ledge cut out of the bare hills on the irregular south side of the stream, the ravines spanned by lofty bridges, and the Thompson, in the purity of a trout brook, whirls down its winding torrent path as green as an emerald. Sometimes the banks are rounded, cream-white slopes; next, cliffs of richest yellow, streaked and dashed with maroon, jut out; then masses of solid rust-red earth, suddenly followed by an olive-green grass slope, or some white exposure. With this fantastic coloration, to which the brilliant emerald river opposes a striking contrast, and over which bends a sky of deepest violet, there is the additional interest of great height and breadth of prospect, and a constantly changing grotesqueness of form caused by the wearing down of rocks of unequal hardness, by water and wind, into towers, monuments, goblins and griffins. The strange forms and gaudy hues of the rocks and terraces, scanty of herbage impress themselves most strongly on the memory.

Spence's Bridge—Alt. 768 ft. At Spence's Bridge the old wagon road up this valley to the Cariboo gold country crosses the river; and the railway crosses here the mouth of the Nicola River, whose valley to the south is an important grazing and ranching region through which a line has been built to the Village of Coldwater, where connection is made with the Kettle Valley Ry. Two miles beyond Basque the hills press close upon the Thompson River, which cuts its way through a

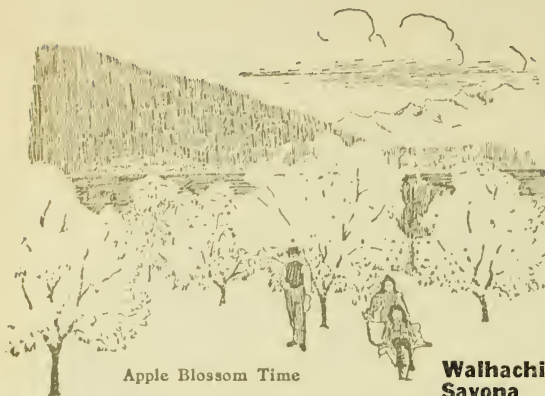
Spatsum Alt. 855 winding gorge of almost terrifying gloom and desolation, fitly named the Black Canyon. Emerging, the train follows the river as it flows swiftly among the round-topped, treeless and water-cut hills. Ashcroft has developed into a busy town, being the point of departure for Cariboo, and other gold fields in the

Ashcroft Alt. 998 northern interior of British Columbia. Trains of freight wagons drawn by from four to ten yoke of oxen and long strings of pack mules, laden with merchandise, depart from and arrive here almost daily. There are extensive cattle ranches in the vicinity, and some farming is done.



Indicates Double Track

VANCOUVER TO YALE



Apple Blossom Time

**Walhachin
Savona**

After leaving Ashcroft the valley begins to widen out, and passing Walhachin, where there is a large flourishing orchard visible from the main line, the line soon reaches Savona at the foot of Kamloops Lake. From Port Moody to this point the railway was built by the Dominion Government and transferred to the Company in 1886. From Savona the line fol-

lows the south shore of Kam-

loops Lake for about twenty miles. It is a beautiful hill-girt sheet of water. Quicksilver mines, which it is hoped will prove of great value, can be seen on the opposite shore of the lake.

Cherry Creek—*Alt. 1,142 ft.* Near Cherry Creek a series of mountain spurs project into the lake and are pierced by numerous tunnels, one following the other in quick succession. On one of these spurs a deposit of magnetic iron ore was discovered, from which large quantities have been, and still are being, shipped.

Kamloops—*Alt. 1,151 ft. Pop. 5,250.* Sub-divisional point and principal town in the Thompson River Valley, operating its own water and electric light plants and as at present developing Hydro-Electric power, begun many years ago around a Hudson's Bay post. The north fork of the Thompson comes down from the mountains 200 miles northward, and here joins the main river. It is a beautiful spot, whose dry invigorating climate makes it a pre-eminently desirable resort for sufferers from pulmonary troubles. The broad valleys intersect at right angles. There is a background of bordering hills, and streams. Steamboats are on the river, and saw mills briskly at work, Chinese labor being largely employed. The triangular space between the rivers opposite Kamloops is an Indian reservation, overlooked by Mount St. Paul. The principal industries around Kamloops are cattle and horse raising and fruit growing by irrigation. The latter industry is progressing very rapidly, as this district is well adapted for all kinds of fruit culture. This is the supply point for a large ranching and mineral region southward, especially in the Nicola valleys, reached by stage lines, and for the mines being operated in the immediate vicinity of the town, ores of which are largely similar to those of Trail Creek, principally gold and copper.

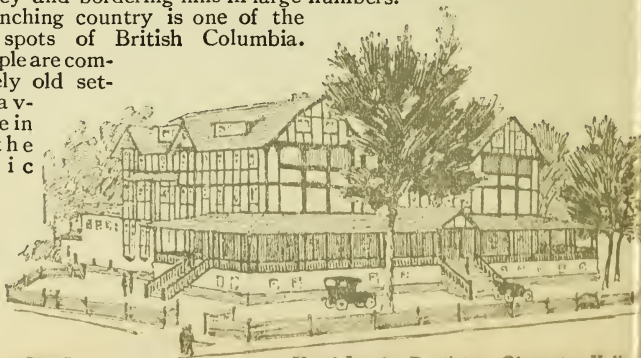
Ducks *Alt. 1,146*
Shuswap " *1,144*

Thence the railway follows up the valley of the South Thompson River and the eye is gladdened by the sight of grass, fenced fields, growing crops, hay stacks, and good farm houses

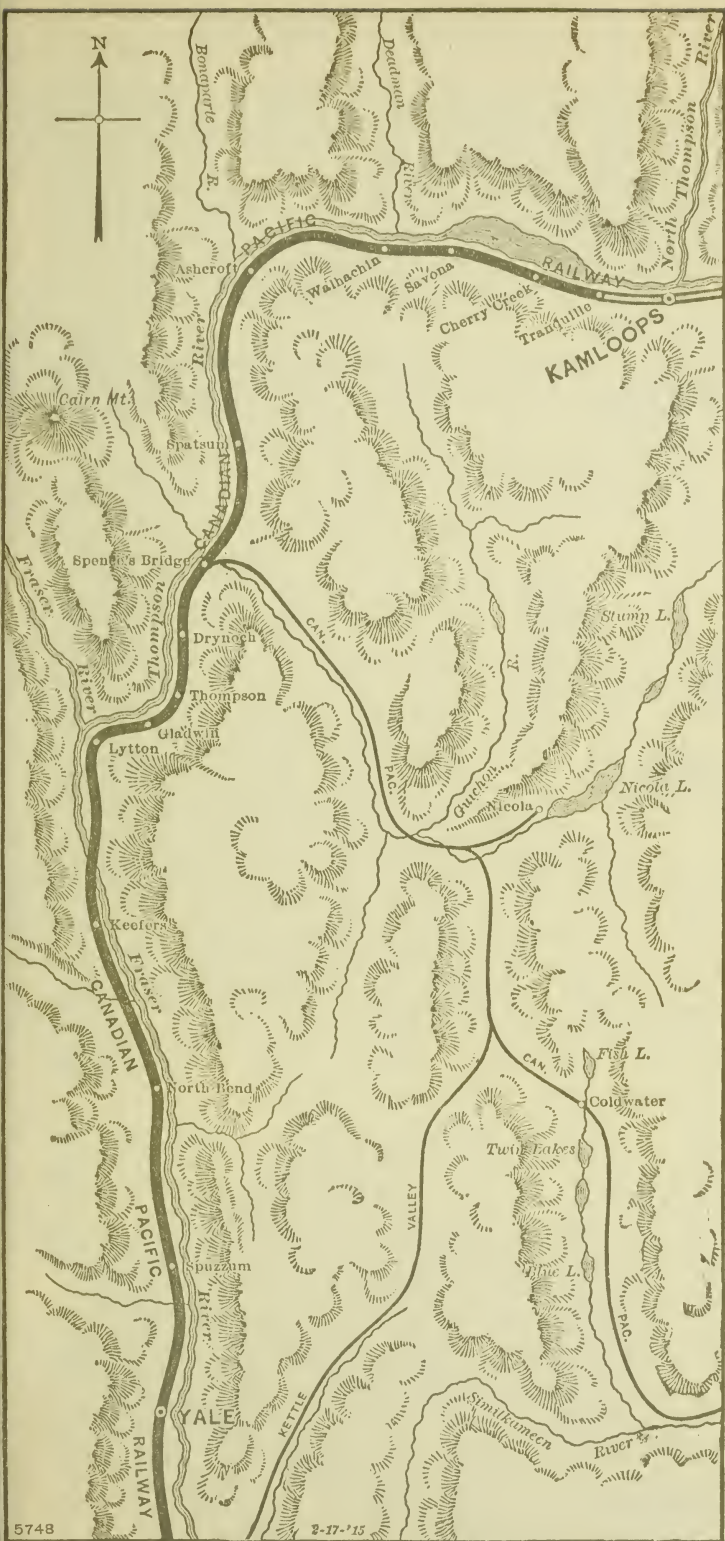
on the level surface, while herds of cattle, sheep and horses roam over the valley and bordering hills in large numbers.

This ranching country is one of the garden spots of British Columbia.

The people are comparatively old settlers, having come in from the Pacific Coast.



Hotel Incola, Penticton, Okanagan Valley



5748

2-17-'15

Indicates Double Track
YALE TO KAMLOOPS

About two miles east of Shuswap station the great Shuswap lakes, the centre of one of the best sporting regions on the line, are reached. Northward within a day caribou are abundant; the deer shooting southward within 30 miles is very good, and on the lakes there is famous sport in deep trolling for trout.

For 50 miles the line winds in and out the bending shores, while geese and ducks fly over the waters and light and shadow play upon the opposite banks. This lake with its bordering slopes gives a fine reminder of Scottish scenery. The railway in getting around it leads, at different and many times, towards every one of the thirty-two points of the compass.

Chase Alt. 1,174
Squilax " 1,295
Notch Hill " 1,685

To avoid following the shore in all its windings, the line crosses over an intervening

ridge at Notch Hill—ascending about 600 feet along the mountain side and giving a magnificent view across the lake, its winding shores on both sides of the long and narrow sheet of water stretching far on either hand, with high mountain ridges for the opposite back ground. The line then gradually runs down hill until it reaches the level of the water, at Salmon Arm, which it runs entirely round, and then goes for a long distance along the southern shore of the lake. This is a most remarkable

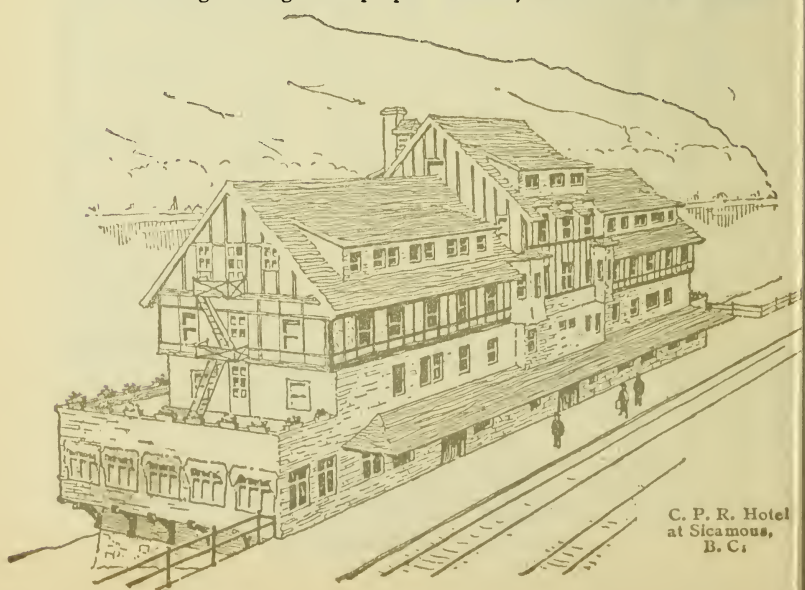
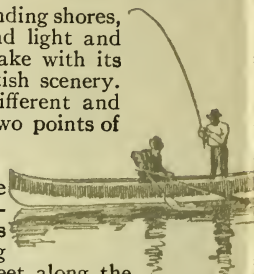
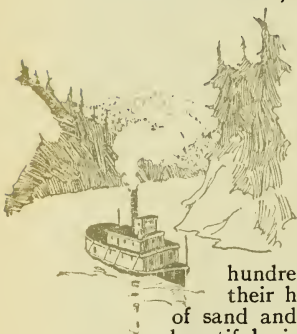
Salmon Arm—Alt. 1160

body of water. It lies among the mountain

ridges, and consequently extends its long narrow arms along the intervening valleys like a huge octopus in half-a-dozen directions. These arms are many miles long, and vary from a few hundred yards to two or three miles in breadth, and their high, bold shores, fringed by the little narrow beach of sand and pebbles, with alternating bays and capes, give beautiful views. The railway crosses one of these arms by a drawbridge at Sicamous Narrows. Sicamous is the station for mining and agricultural districts to the south where

Sicamous—Alt. 1,147

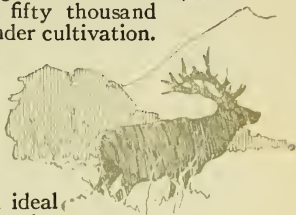
there is large settlement. An excellent Canadian Pacific Railway hotel at Sicamous forms splendid headquarters for those wishing to remain over and shoot, fish or make a daylight trip through the mountains. On Shuswap Lake small craft are always obtainable. There is excellent trout fishing during the proper seasons, within a few minutes



C. P. R. Hotel
 at Sicamous,
 B. C.

paddle of the hotel—also at Annsty Lake near the head of Seymour Arm, and White Lake near Copper Island. Both places can easily be reached by boat, and by short trail which the railway company has cut. Grouse shooting in the fall is plentiful and there is deer shooting within a reasonable distance over the hills directly across the lake from the hotel. A subdivision of the railway runs to Vernon and Okanagan at the head of Lake Okanagan, a magnificent sheet of water on which the Canadian Pacific have steamer service to Kelowna and to Penticton, at the foot of the lake. Kelowna is a growing town of over 3,000 population. Tributary to the town are some fifty thousand acres of first class fruit land, much of which is under cultivation.

Four thousand more acres are being converted into fruit orchards in Okanagan Centre. As showing the adaptability of the soil it may be stated that a very good grade of tobacco is grown in the neighborhood of Kelowna. There is excellent hotel accommodation obtainable at Penticton. The new Kettle Valley Line passes through Penticton. The Hotel Incola is an ideal resort for any time of year owing to the sunny dry climate of the valley. In the vicinity of Penticton a



Wapiti or Elk

strong land company has purchased a tract of land which it is rapidly irrigating and cultivating until today it has over 3,000 acres of the finest fruit lands producing rich returns each season. A short distance east of Vernon, a charming spot is the Coldstream estate, lately the property of Lord Aberdeen, formerly Governor-General of Canada. It contains some 13,000 acres of first-class fruit lands, a large part of which is in a high state of cultivation. Further down the lake are Peachland, Naramata and Summerland, which are becoming favorite resorts. This is a land of vineyards and orchards, as well as a Mecca for keen sportsmen, for there is an abundance and variety of large and small game, including caribou, bear, deer, bighorn and mountain goat.

From Sicamous the trans-continental line ascends the valley of Eagle River, which cuts through the Gold Range and is filled throughout with a dense growth of immense trees—spruce, Douglas fir, hemlock, cedar, balsam and many other varieties—giants all of them. At

Malakwa Alt. 1,210
Craigellachie " 1,222

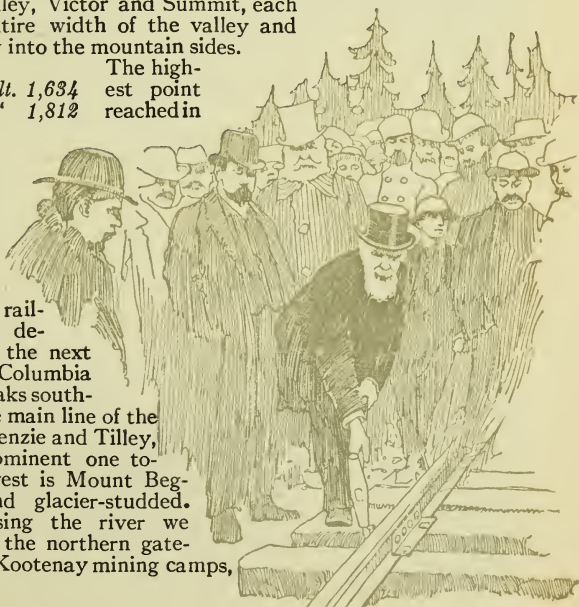
the Canadian Pacific Railway on Nov. 7, 1885—the rails from the east and the west meeting here.

Following up the valley, four beautiful lakes occur in close succession, Griffin, Three Valley, Victor and Summit, each occupying the entire width of the valley and forcing the railway into the mountain sides.

Three Valley Alt. 1,634
Clanwilliam " 1,812

The highest point reached in

Eagle Pass is at Summit Lake, where the valley is so deep cut and direct that it seems to have been purposely provided for the railway. The line descends 525 feet in the next eight miles to the Columbia River. The two peaks south-east, seen from the main line of the railway, are Mackenzie and Tilley, and the most prominent one towards the southwest is Mount Begbie, imposing and glacier-studded. Soon after crossing the river we reach Revelstoke, the northern gateway to the great Kootenay mining camps,



The late Donald Smith (Lord Strathcona) driving the last spike, at Craigellachie, November 7, 1885

by which the trip through Southern British Columbia may be continued over the Crowsnest Pass Route to Dunmore on the plains east of the Rockies where connection is made with the main line.



A Fair Alpine Climber

Revelstoke—*Alt. 1,492 ft. Pop. 3,500.* On

the Columbia River—a railway divisional point and a gateway to the great West Kootenay mining camps. The Hotel Revelstoke facing the station is a modern building with all conveniences. A fine tourist resort—fishing, hunting, boating and mountain climbing can be enjoyed here. On Mount Revelstoke, immediately north of the city, the Provincial and Dominion Governments decided to build an automobile road, 18 miles in length, from which a magnificent view of glaciers, mountain peaks, valleys and rivers can be obtained. On the summit of this mountain is one of the most beautiful Alpine Parks to be found anywhere. A comfortable cabin has been provided for the accommodation of tourists. Fish and game are abundant in the vicinity. The Columbia, which makes a great detour from the east around the northern extremity of the Selkirks, while the railway cuts directly across, is here much larger than at Donald, from which it has fallen 1,071

feet, and 28 miles below Revelstoke expands into the Arrow lakes, along which there is much beautiful country, and where the opportunities for sport are unlimited. A steamer makes bi-weekly trips of some forty miles up the river. To reach the mining regions by this route, involves a most delightful trip on the branch line to Arrowhead and steamer down Arrow Lake to Nakusp, past the famous Halcyon Hot Springs, a well-known resort, where there is an excellent hotel with villas. Opposite Halcyon is Halcyon Peak (10,400 ft.), and there are pretty waterfalls back of the hotel. There are trails to different points on the lake and to the mountain's crest. Game is plentiful, and there is excellent boating and fishing. From Nakusp there is rail communication with the Slocan and to West Robson, whence different subdivisions lead through the Boundary District to Midway, to Trail and Rossland and to Nelson. Nelson has steamer connection with Kootenay Landing, the present western terminus of the Crowsnest Pass Route, which runs through East Kootenay and Southern Alberta and connects with the main trans-continental line at Dunmore on the plains of Western Canada. (For descriptive notes of this route see pages 92 to 101.)

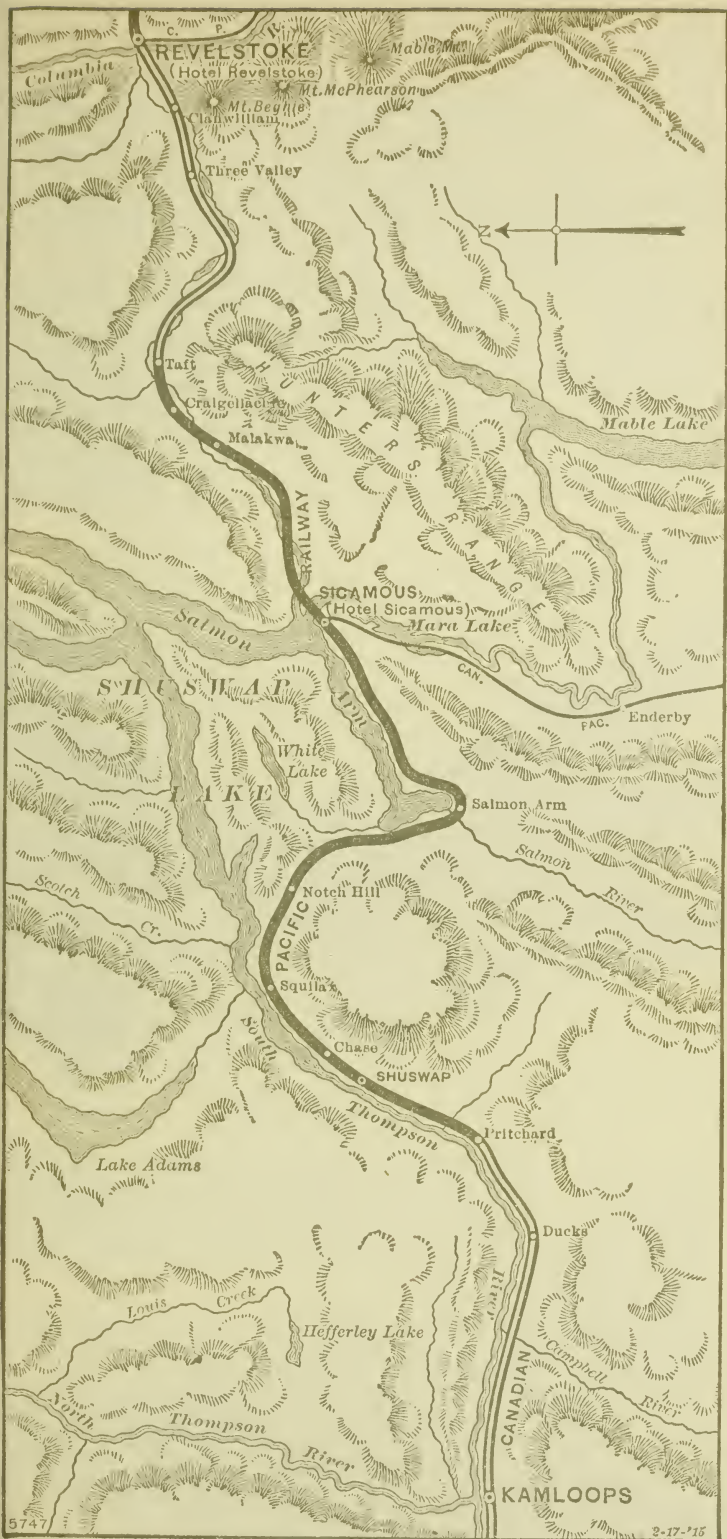
Leaving Revelstoke, the line soon enters the Selkirk Range by the valley of the Illecillewaet River—the first portion of which is a gorge in which the railway and river appear to dispute the passage through a chasm with vertical rocky walls standing but ten yards apart.

Twinn Butte—*Alt.*

1,872 ft. This station takes its name from the huge double summit near by, now called Mounts Mackenzie and Tilley. After passing the station, there looms up at the left the conspicuous and beautiful peak named Clachnacoodin.



C. P. R. Steamer
on B. C. Lake Service



Indicates Double Track
KAMLOOPS TO REVELSTOKE

Albert Canyon—*Alt. 2,221 ft.* Just east of the station the train runs suddenly along the very brink of several remarkably deep fissures in the solid rock, whose walls rise straight up, hundreds of feet on both sides, to wooded crags, above which sharp, distant peaks cut the sky. The most striking of these canyons is the Albert, where the river is seen nearly 150 ft. below the railway, compressed into a boiling flume scarcely 20 ft. wide. An observation platform at which all trains stop gives the traveller the opportunity of better viewing this wonder of nature.

Illecillewaet *Alt. 2,707*
Ross Peak " *3,435*

The Illecillewaet River is here of no great size, but of course turbulent. Its water is at first pea-green with glacial mud, but rapidly clarifies. The gorge is sometimes

of considerable width, filled with a remarkable forest of those gigantic trees for which British Columbia is famous, and there are exceedingly grand outlooks all along. About Ross Peak station are many silver mines penetrating the crest of one of the lofty hills north of the railway.

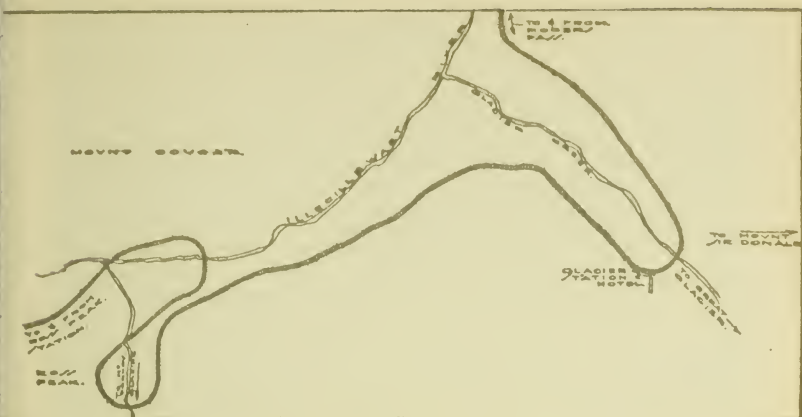
Passing Ross Peak Siding the line skirts along the base of Cougar Mountain, and looking forward up the valley one of the finest and most magnificent views on the line may be had of the peaks near the summit



The Imperial Limited at Glacier

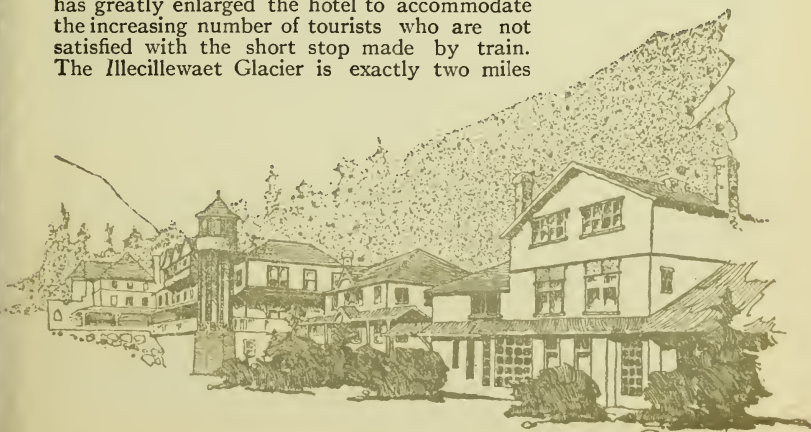
of the Selkirks, with Sir Donald, the highest of them all, near the centre of the picture. Continuing up the valley, the Illecillewaet is crossed for the thirteenth and last time, and sweeping sharply to the right the line touches the base of Ross Peak, and turning back to the left across the valley leading down from Ross Peak Glacier forms a double loop like the letter S, and continuing to ascend around the mountain side, soon reaches the Glacier House.

Glacier House—*Alt. 4,086 ft.* Station and hotel are within thirty minutes' walk of the Illecillewaet Glacier, from which, at the left, Sir Donald (10,808 ft.) rises a naked and abrupt pyramid, to a height of a mile and a quarter above the railway. This stately monolith was named after the late Sir Donald Smith (who was afterwards known as Lord Strathcona), one of the original promoters of the Canadian Pacific Railway. Farther to the left, looking from the hotel, are two or three sharp peaks (Uto, Eagle, Avalanche and MacDonald), second only to Sir Donald. Rogers' Pass and the snowy mountain beyond (a member of the Hermit range, which is called Grizzly, from the frequency with which bears are met upon its berry-bearing slopes)



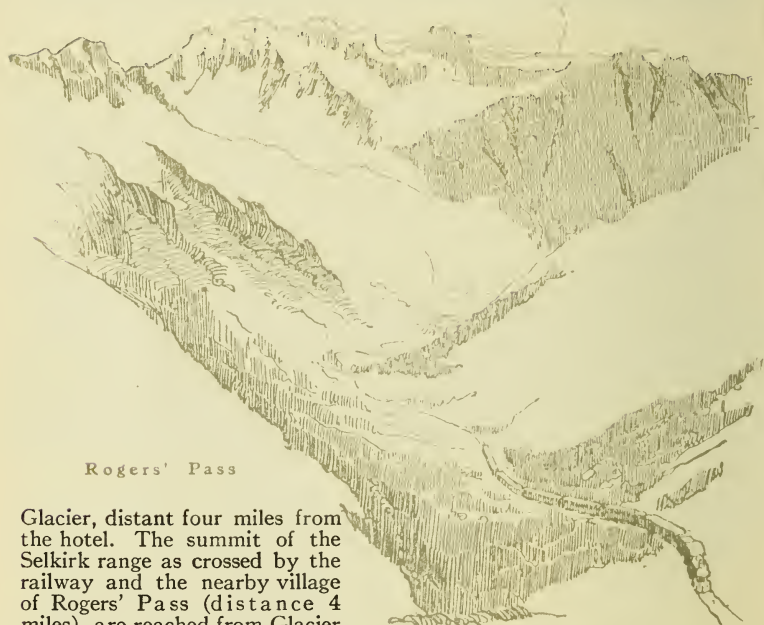
The Loops at Glacier

are in full view. Again to the left, at the west end of Hermit Range, on the south side of Bear Creek, comes Cheops, and in the foreground, far down among the trees, the Illecillewaet glistens across the valley. Somewhat at the left of Cheops the shoulders of Ross Peak are visible over the wooded slope of the mountain behind the hotel, which is called Abbott. Between Ross and Abbott in the background is an enormous wall of snow. This is the Mount Bonney Glacier. To the right of Ross, between Ross and Cheops, a glimpse is caught of the Cougar Valley where are the wonderful caves of Nakimu (Indian for "Grumbling Caves"). These caves, whose recesses have not been fully explored, contain many chambers, some of which are of surprising beauty. Roads have been constructed by which they have been made easy of access. Turning again to face the Great Illecillewaet Glacier a "V" shaped valley is seen on the right. This is the valley of the Asulkan Brook, a gem of mountain beauty, where a series of white cascades foam through vistas of dark spruce and fir, where falls leap from ledges above in clouds of flying spray, and shining open meadows lead the traveller to listen for the tinkle of the Alpine herd. The peaks going from right to left are—Afton, the sharp apex; the Rampart, an oblong wall; the Dome, a rounded rock; Castor and Pollux, two sharp spires farthest south. To the left of the Asulkan Glacier comes a forested dome, Glacier Crest, the western boundary of the Great Illecillewaet Glacier, which is banked on the other side by the lower slopes of Sir Donald, from whose summit an immense number of glaciers can be seen. The hotel affords a most delightful stopping place for tourists who wish to hunt or explore the surrounding mountains or glaciers. Here in the heart of the Selkirks every comfort and luxury are found, and here many gather annually to spend the summer amidst the wonders of nature. The Company has greatly enlarged the hotel to accommodate the increasing number of tourists who are not satisfied with the short stop made by train. The Illecillewaet Glacier is exactly two miles



Glacier Hotel—Canadian Pacific Railway

away, and its slowly receding forefoot with immense crevices, abysmal depths cutting across the crystal surface, is only a few hundred feet above the level of the hotel. Several good trails have been made to it, and its exploration is practicable. A splendid view can be obtained of the Great Glacier from Glacier Crest. To the left of the Great Glacier, and 3,000 feet above the hotel, another view is from the trail at the foot of Sir Donald. Easy trails also lead to Marion Lake on Mount Avalanche, 1,500 feet above Glacier House. On Mount Avalanche is the Cascade summer house, directly above the mountain torrent, seen tumbling down the green shoulder from Avalanche Peak to the head of the Asulkan Valley, where the ice flow of two main branches of the glacier meet. Good routes have also been mapped by the guides up Eagle and Sir Donald; the former being an easy climb. This peak is so named on account of a large rock figure exactly resembling an eagle perched upon the knife-sharp edge of the mountain. It is seen to best advantage from the trail leading to Mount Avalanche. The Asulkan Valley trail branches off from the main glacier trail about a quarter of a mile from the hotel and crossing the Asulkan brook climbs up the east side of the valley to the forefoot of the Asulkan



Rogers' Pass

Glacier, distant four miles from the hotel. The summit of the Selkirk range as crossed by the railway and the nearby village of Rogers' Pass (distance 4 miles), are reached from Glacier by another fine pony trail, and from here the trail to Rogers' Amphitheatre may be taken, where is located a hut that may be used as a base for exploring and climbing the neighboring peaks and glaciers. From Rogers' Pass there is another trail that follows along Bear Creek to Baloo Pass. From here is reached the famous Nakimu Caves, a series of natural caverns, situated on the lower slopes of Mount Cheops in the Cougar Valley. The return journey from the caves to the hotel may be made via a trail and carriage road that follows the Illecillewaet River.

A glacial stream has been caught and furnishes fountains about the hotel. Game is very abundant throughout these lofty ranges. Their summits are the home of the mountain goat, which are seldom found south of Canada. Bears also are seen frequently in this vicinity.

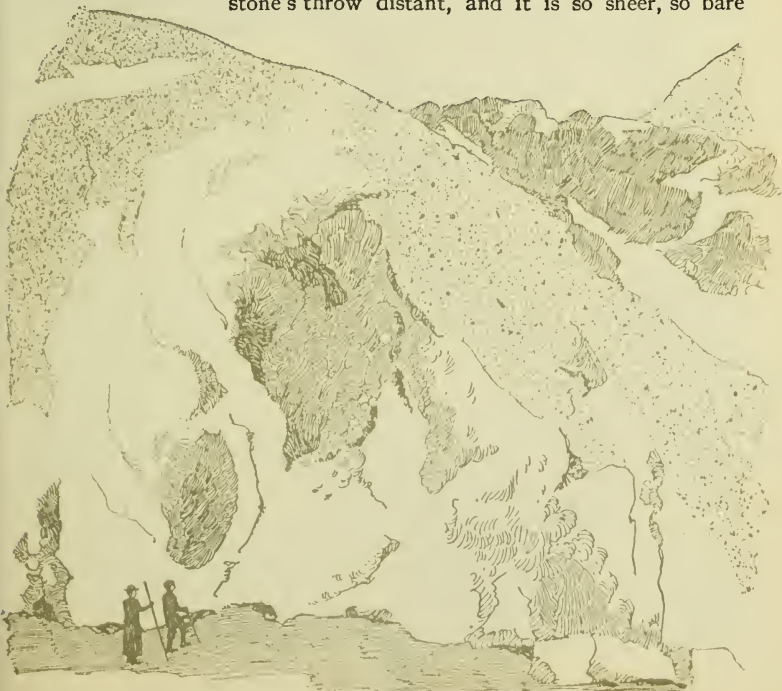
Just east of Glacier Station a 5 mile tunnel is being bored through the Selkirks. It will be the largest in America, and when complete, will eliminate 4 miles of snowsheds and shorten the route through the Rockies by 4 miles. It will cost \$10,000,000.

Curving sharply to the left the train passes a long snow shed (not through it, for an outer track is provided that the summer scenery may

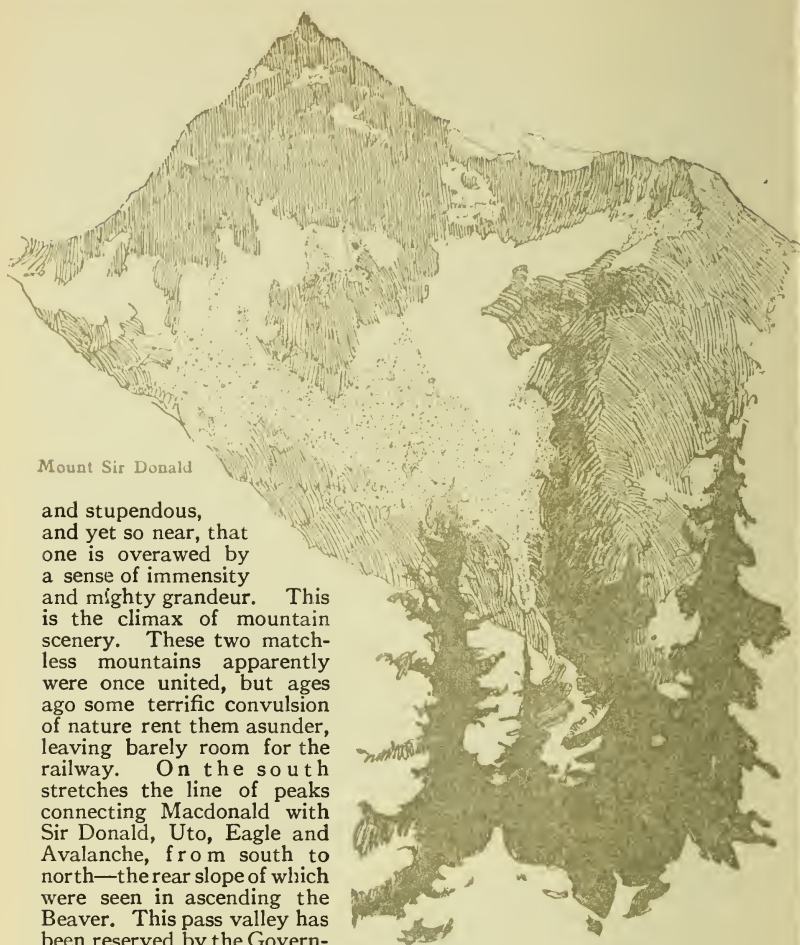
not be lost), and continuing to ascend along the slopes of the Summit Peaks, the line soon crosses the summit of the Selkirks.

Selkirk Summit—*Alt. 4,351 ft.* Summit of the pass. The mountains at the left are: Tupper, the group of castellated granite crags directly above the pass; Hermit, a rounded height; the Swiss Peaks, separated from the peaks on each side by deeply notched ravines; Rogers' Peak, across the narrow but deep gulf from Grizzly, which in turn stands opposite to the pyramidal heights of Cheops, a veritable Titan of this group, with the profile of a hatted Napoleon plainly silhouetted against that face of Cheops overlooking the vast glacial field of the whole Hermit range; and looking out of the pass towards the west, and over the deep valley of the Illecillewaet, is Ross Peak, a massive and symmetrical mountain carrying an immense glacier on its eastern slope.

Rogers' Pass—*Alt. 4,302 ft.* This pass was named after Major A. B. Rogers, by whose adventurous energy it was discovered in 1881, previous to which no human foot had penetrated to the summit of this great central range. The pass lies between two lines of huge snow-clad peaks. That on the north forms a prodigious amphitheatre, under whose parapet, five or six thousand feet above the valley, half-a-dozen glaciers may be seen at once, and so near that their shining green fissures are distinctly visible. In this direction, at the head of the largest glacier may be seen a group of sharp serrated peaks, clear cut against the sky. The tallest is Swiss Peak, so called in honor of the members of the Swiss Alpine Club who first stood upon its highest pinnacle. The changing effects of light and shadow on this brotherhood of peaks, of which Tupper and Macdonald are among the chief, can never be forgotten by the fortunate traveller who has seen the sunset or sunrise tinting their battlements, or has looked up from the green valley at a snow storm trailing its curtain along their crests with perchance a white peak or two standing serene above the harmless cloud. The cowed figure of a man, with his dog, on the edge of one of the crags shapes itself out of the rocks, and gives the name of Hermit to the sub-range. The way is between enormous precipices. Mount Macdonald, through which the new five-mile-long tunnel is being bored, towers above the railway a mile in almost vertical height. Its base is but a stone's throw distant, and it is so sheer, so bare



The Great Glacier



Mount Sir Donald

and stupendous, and yet so near, that one is overawed by a sense of immensity and mighty grandeur. This is the climax of mountain scenery. These two matchless mountains apparently were once united, but ages ago some terrific convulsion of nature rent them asunder, leaving barely room for the railway. On the south stretches the line of peaks connecting Macdonald with Sir Donald, Uto, Eagle and Avalanche, from south to north—the rear slope of which were seen in ascending the Beaver. This pass valley has been reserved by the Government as a national park.

From the summit the line follows down the valley of Bear Creek, and after leaving the station at Rogers' Pass it clings to the base of Tupper Mountain, whose clustered spires face those of Mount Macdonald, and are nearly as high.

About four miles from Rogers' Pass station the line turns to the left into the valley of the Beaver, and near Bear Creek station a brief but precious glimpse is caught of Tupper Mountain, through a gap in the cliffs on the left. This station is 1,000 feet above the Beaver, whose upper valley can be seen penetrating the mountains southward for a long distance. Many of the difficulties of the railway from snow in the winter occur between Bear Creek and the summit on the east and for a similar distance on the west slope of the Selkirks, and these have been completely overcome by the construction, at vast expense, of sheds, or more properly tunnels, of massive timber work. They are built of heavy squared cedar timber, dove-tailed and bolted together, backed with rock, and fitted in the mountain's sides in such a manner as to bid defiance to the most terrible avalanche.

Bear Creek—*Alt. 3,663 ft.* The line now descends the left bank of the Beaver, where it is notched into the steep mountain side a thousand feet above the river, which appears as a silver thread winding through the narrow and densely forested valley. The principal difficulty in construction on this part of the line was occasioned by the torrents, which come down many of them in splendid cascades,



Rocky Mountain
Sheep

through narrow gorges cut deeply into the steep slopes along which the railway creeps. The greatest of all these bridges crosses Stony Creek—a noisy rill, flowing in the bottom of a narrow, V-shaped channel, 300 feet below the rails—one of the loftiest railway bridges in the world. A little further on is a very high bridge, spanning a foaming cascade, whence one of the most beautiful prospects of the whole journey is to be had. So impressed were the builders with the charm of this magnificent picture of mountains, that they named the spot The Surprise. From Mountain Creek bridge, a few miles beyond, where a powerful torrent comes down from high mountains northward behind, one sees up the Beaver valley a long line of the higher peaks of the Selkirks, *en echelon*, culminating in Mount Sir Donald, with which acquaintance was made at Glacier House. Opposite is a line of huge tree-clad hills, occasionally showing snow-covered heads above the timber line. Nature has worked here on so gigantic a scale that many travellers fail to notice the extraordinary height of the spruce, Douglas fir and cedar trees, which seem to be engaged in a vain competition with the mountains themselves.

Cedar Alt. 3,170
Six-Mile Creek " 2,588

From Six-Mile Creek the line follows the left bank for a little way, then crosses to the right bank and passes through the Gate of the Beaver River—a passage

so narrow that a felled tree serves as a footbridge over it—just where the river makes its final and mad plunge down to the level of the Columbia.

Beavermouth—Alt. 2,430 ft. This is the most northerly station on the transcontinental route. The line soon turns abruptly to the right, and ascends the valley of the Columbia River, clinging to the sides of the hills, where the Selkirks and the Rockies crowding together, force the river through a deep and narrow gorge,

As the train emerges from the canyon, a magnificent view is to be had of the Rockies, rising range upon range, and extending from north-west to south-east. The line crosses the right bank of the river at Donald.

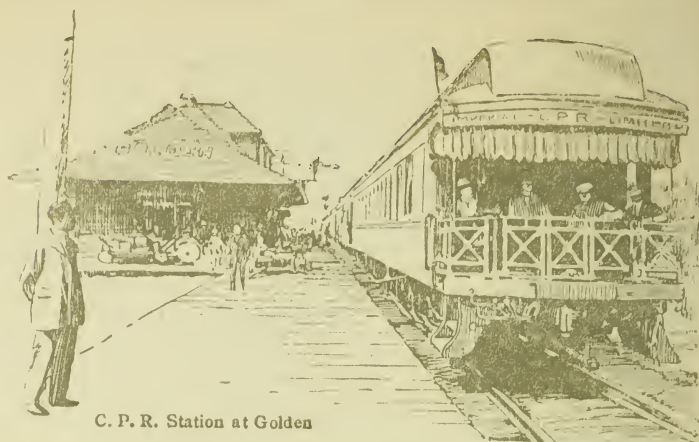
Donald—Alt. 2,574 ft. From Donald to Golden the railway runs up the Columbia on the face of the lower bench of the Rockies with the Selkirks in full view, opposite.

Moberly—Alt. 2,548 ft. Moberly is the site of the oldest cabin in the mountains, where the winter of 1871-2 was passed by the government engineering party under Mr. Walter Moberly, C.E. engaged in the preliminary surveys of the transcontinental route.

Just east of Moberly, the Swiss village of Edelweiss is passed where the C. P. R. quarters its Swiss Mountain Guides.



Chalet at Edelweiss,
Swiss Guides
Village

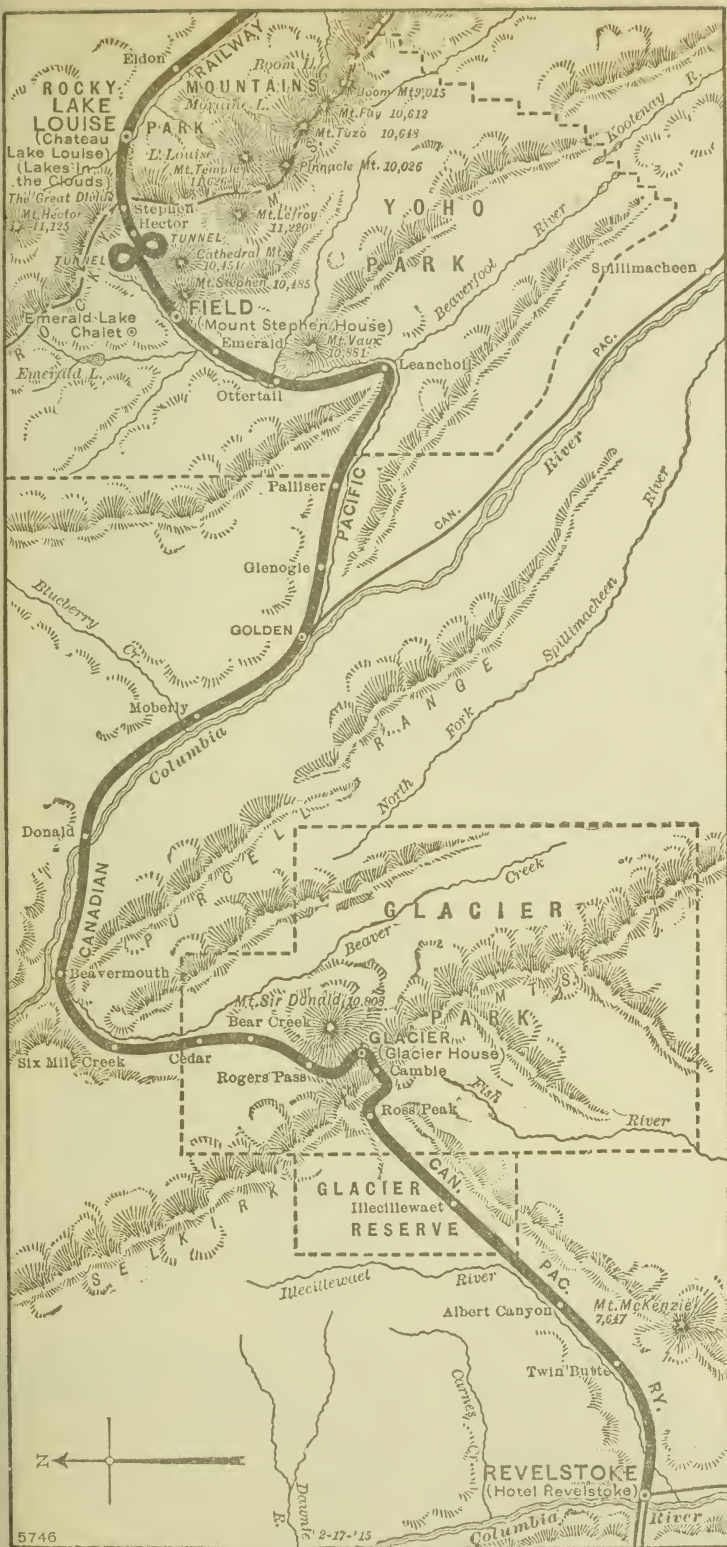


C. P. R. Station at Golden

Golden—*Alt. 2,578 ft.* Golden is a prosperous mining town on the Columbia, at the mouth of the Kicking Horse. About Golden and at various places above, especially at the base of the Spillimachene Mountains, gold and silver mines are being developed, which have recently received a new lease of life through the opening up of the Kootenay Central Railway.

KOOTENAY CENTRAL BRANCH

In order to facilitate the development of agriculture, fruit growing and mining in this valley, and to encourage tourists to visit the beautiful district round Lake Windermere, the Canadian Pacific Railway Company has just completed the construction of the Kootenay Central branch connecting Golden, on the main line, with Fort Steele and Wardner, on the Crows Nest Pass line, a distance of 187 miles. An automobile stage runs on the Government road from Golden to Fort Steele and Cranbrook, and from the road one can see the Ready Made Farm settlements which the Canadian Pacific Railway has prepared at Parsons, Harrogate, Spillimachene and other suitable locations. The automobile road which is being constructed by the Canadian Pacific Railway in conjunction with the Federal and Provincial Governments through the Vermillion Pass from Banff will join this Government road at Sinclair, over sixty miles up the valley from Golden. At Sinclair there are hot springs, in connection with which an up-to-date health resort is being projected. With the slope of the Rockies on the left and the wonderful panorama of the Selkirk Mountains on the right, this newly opened valley offers to the tourist and the sportsman a virgin route of marvellous beauty. At various points irrigation companies are supplying the water for mixed farming and the cultivation of small fruits and the hardier varieties of apples, and there is already considerable settlement near the Windermere Lake. Excellent sport may be had in the canyons and creeks which run up on either side of the valley—this being one of the most convenient ways of reaching the great ice-field which caps the Selkirks. On Toby Creek, Earl Grey, when Governor-General of Canada, erected a hunting lodge. There is a comfortable tourist hotel at Invermere, not far from Athalmer Station, which provides an excellent centre for those who desire to explore the valley. A highly picturesque trail leads up Horse Thief and Mackenzie Creeks to Iron Cap Mountain, a ridge 10,000 feet above the sea, from which magnificent views may be had within a radius of 100 miles over the peaks of the Rockies and Selkirk Mountains.



REVELSTOKE TO FIELD

MAIN TRANSCONTINENTAL LINE (Continued from Golden)

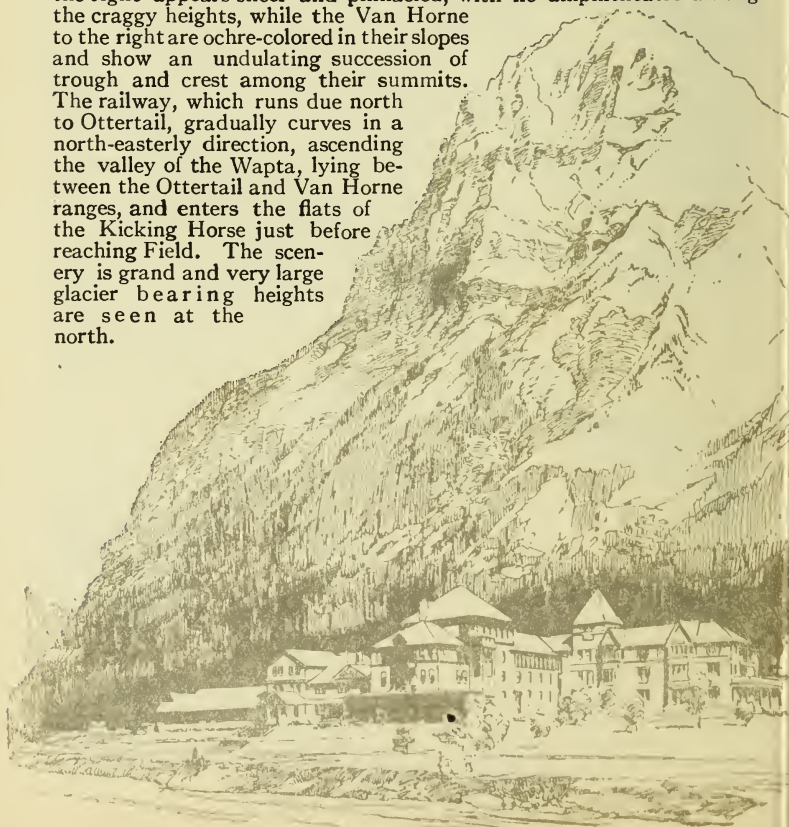
Glenogle Alt. 3,003
Palliser " 3,283

Just beyond Golden the railway enters the Kicking Horse Canyon. Into this vast chasm goes the railway, crossing the river from side to side to ledges cut out of the solid rock, and twisting and turning in every direction, and every minute or two plunging through projecting angles of rock which seem to close the way. With the towering cliffs almost shutting out the sunlight, the roar of river and train being increased an hundred-fold by the echoing walls, the passage of this gorge will never be forgotten.

An abrupt turn of the river reveals Mount Hunter which pushes its huge mass forward like a wedge between the Ottertail and Beaverfoot ranges. At the right the highest peaks of the Ottertail Mountains rise abruptly to an immense height and looking south the Beaverfoot range extends in orderly array as far as the eye can reach. Just before reaching Leancoil, the Canadian National Park, in which are embraced the Yoho Valley, the Great Divide, Lakes in the Clouds, and the Bow Valley to the eastern foothills of the Rockies, is entered. This magnificent domain of about 6,000 square miles is a public pleasure ground that is without a rival.

Leancoil—Alt. 3,677
Ottertail " 3,967

At Leancoil the Beaver-foot River comes in from the south and joins the Kicking Horse River, which stream is followed to the summit of the Rockies. Mount Goodsir (11,663 ft.), the highest of the Ottertail group, is seen from Ottertail Creek. The Ottertail range to the right appears sheer and pinnacled, with no amphitheatre among the craggy heights, while the Van Horne to the right are ochre-colored in their slopes and show an undulating succession of trough and crest among their summits. The railway, which runs due north to Ottertail, gradually curves in a north-easterly direction, ascending the valley of the Wapta, lying between the Ottertail and Van Horne ranges, and enters the flats of the Kicking Horse just before reaching Field. The scenery is grand and very large glacier bearing heights are seen at the north.



Mount Stephen House, Canadian Pacific Hotel at Field

FIELD AND SWIFT CURRENT: 464 Miles (Alberta Division)

Field—Alt. 4,066 ft. At

Field is a charming hotel managed by the railway company—the Mount Stephen House—not far from the base of Mount Stephen, which rises 10,450 feet above the sea level and facing Mount Field. This is a favorite stopping place for tourists, and has been recently enlarged to meet the wants of increased travel. Field combines all possible attractions for the mountain tourist. From this point is reached a great glacier field, and the track only a short distance from all the mysteries and wonders of an upper ice world. Trails lead along the mountains' side and through the valley, and shelters have been erected for the convenience of visitors to this new wonderland of the Yoho Valley. Here are some of the highest peaks and finest scenery in the Rockies. Emerald Lake, 7



Emerald Lake Chalet

miles from Field, is one of the most charming of mountain waters. A curious natural bridge is passed en route. Here a comfortable chalet has been erected by the railway company. On the shoulder of Mount Stephen is a fossil bed, rich in rare specimens of trilobite. During the summer Swiss guides are stationed here to accompany tourists and mountain climbers. Looking down the valley from the hotel, the Van Horne range is seen on the right.

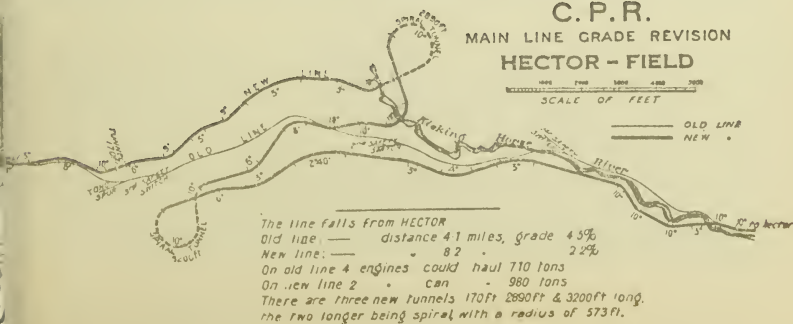
Coming from the west the road first enters the new spiral tunnel of 2,910 feet, under Mount Ogden. Emerging from the tunnel the track runs back west across the Kicking Horse river, and then enters the corkscrew tunnel of 3,200 feet under Cathedral Mountain, and after describing an elliptic curve emerges to again run along the Kicking Horse Valley. The whole thing is a perfect maze, the railway doubling back upon itself twice, tunnelling under mountains and crossing the river twice in order to cut down the grade.

Put in brief, the work which has now been completed is as follows:—Length of two tunnels, $1\frac{1}{4}$ miles; length of cutting outside of tunnels,

C. P. R. MAIN LINE GRADE REVISION HECTOR - FIELD

SCALE OF FEET

OLD LINE
NEW





Chateau Lake Louise

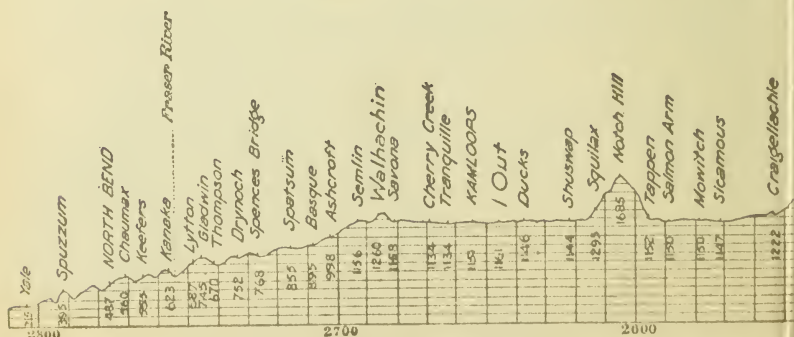
7 miles; increase in length of track, $4\frac{1}{4}$ miles; reduction in grade, from 4.5 to 2.2; approximate cost of work, \$1,500,000; number of men employed, about 1,000, with complete outfit of steam equipment. Time of work, twenty months, from October, 1907, to July, 1909; 75 carloads of dynamite were used, or upwards of 1,500,000 pounds of the explosive. The cost of explosives alone came to over \$250,000.

This is not merely a great piece of tunnelling, but the first introduction of this spiral system of tunnels on this continent.

The railway rounds the base of Mount Stephen, on whose side can be seen a silver lead mine at an altitude of 2,500 feet, and climbs the last of the great ranges. The scenery is sublime and overwhelming in its grandeur. The line ascends rapidly, crossing the deep gorge of the Kicking Horse and skirting the beautiful Wapta Lake at Hector.

Hector Stephen Alt. 5,199 " 5,321 At the "Great Divide," where a sparkling stream separates into two waters, one flowing to the Pacific and the other to Hudson Bay, the backbone of the continent is reached. The station at the summit of the Rocky Mountains, like the stupendous mountain some miles behind, one of the chief peaks in the Rockies in this latitude, is named in honor of the first President of the Canadian Pacific Railway. Here a tablet has been erected to the memory of Sir James Hector. In descending a tributary of the Bow River, the huge peak of Mount Daly can be seen with its crescent shaped glacier a dozen miles away and 1,300 feet above you. The first stop is at Lake Louise, the station for the Lakes in the Clouds.

BRITISH COLUMBIA

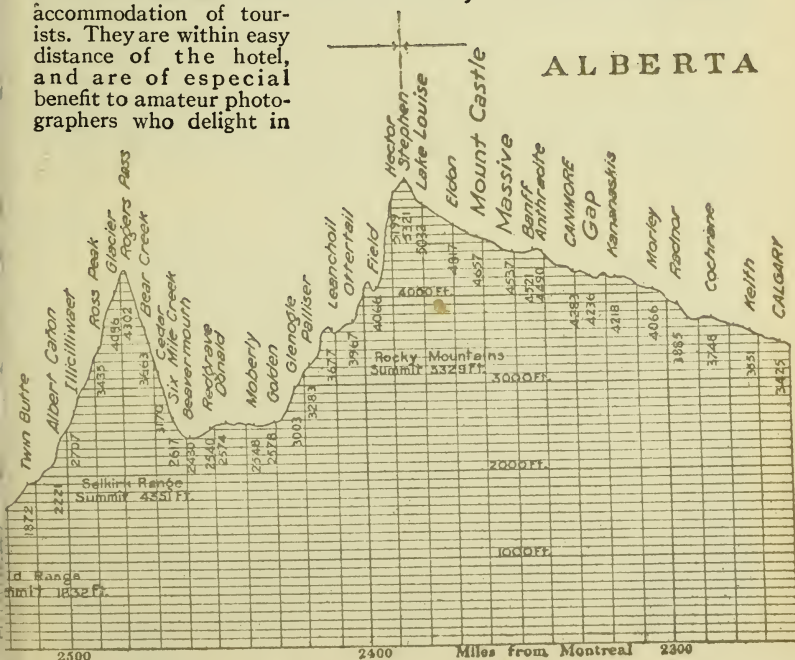


PROFILE OF CANADIAN PACIFIC



Canadian Pacific Hotel System

Lake Louise—Alt. 5,032 ft. At Lake Louise sure-footed ponies or rigs may be taken to the Lakes in the Clouds, famed the world over for their unsurpassable beauty. Perched on the mountain sides, these lakes, hidden from general view amidst the most romantic environments, are rare gems whose loveliness and charm surpass all description. Lake Louise, which is the first, is three miles from the station by motor car line which ascends the side of the mountain. On the shore of this beautiful lake there is a comfortable hotel, the Chateau Lake Louise and cottages, where excellent accommodation is provided. There is a bridle path to Mirror Lake higher up the mountain, and a still further ascent to Lake Agnes, during which a magnificent view of the Bow Valley and the surrounding mountains is obtained. Trails also lead to Paradise Valley, to the Valley of the Ten Peaks, and to other sequestered spots. No more delightful place is imaginable than these lovely stretches of water in cloudland. Shelters have recently been constructed for the accommodation of tourists. They are within easy distance of the hotel, and are of especial benefit to amateur photographers who delight in

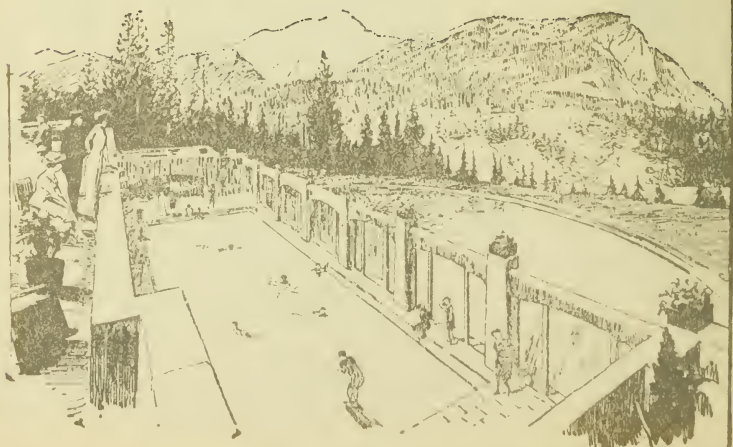


RAILWAY FROM YALE TO CALGARY



Buffalo at Banff

catching the lights and shadows of the superb views of the locality. Trails lead across the stream draining Lake Louise to Fairview Mountain on the left side and to the Saddleback still farther eastward, from which one can look across the abysmal gorge 2,000 ft. deep to the avalanches of Mount Temple, the forested vale called Paradise Valley, the scarred battlements of Mount Sheol and the pinnacled heights of Castle Crags behind Fairview Mountain. A good carriage road leads to Moraine Lake and the Valley of Ten Peaks. Other trails lead round to the right of Lake Louise directly on to the Glacier bed of Mount Victoria, the great palisade of snow, 11,355 ft. high, that shuts off all view to the south. This trail also connects with the route to Abbot Pass, a deep canyon between Victoria and Lefroy, 11,220 ft. A stiff climb over this pass and down to the rear of Lefroy and Victoria leads by a chain of beautiful mountain tarns to O'Hara Lake and Cataract Creek, which flows directly down to Wapta Lake, on the main line at Hector Station. O'Hara Lake, recently opened to the public by a well-made pony trail from Hector, is a worthy rival of Lake Louise and presents features of wild Alpine grandeur in its surroundings that cannot be surpassed. It may be reached also from Lake Louise and Field, and by a combination of the trail Lake McArthur may be visited. To enable visitors to climb and explore in safety, the Canadian Pacific Railway offers the services of Alpine guides of the very highest class. One of these is always stationed at Lake Louise. The others will be found at Field, Emerald Lake and Glacier. The railway runs down the forested Bow Valley, which is sentinelled by mountains exceedingly grand and prominent. Those on the left (northeast) form the bare, rugged and sharply serrated Sawback subrange, with a spur, called the Slate Mountains, in the foreground. On the right the lofty Bow range fronts the valley in a series of magnificent snow-laden promontories. The gap of Vermilion Pass opens through the range, permitting a view of many a lofty spire and icy crest along the continental watershed, from whose glaciers and snow-fields the Vermilion River flows westward into the Kootenay. Most prominent on the east side are the precipitous face of Storm Mountain (10,309 ft.), and the snow dome of Mount Ball (10,825 ft.). To the right, standing supreme over this part of the range, the prodigious, isolated, helmet-shaped mountain named Temple (11,626 ft.), the loftiest and grandest in this whole panorama. This great mountain becomes visible almost from the "Divide" and is the most conspicuous and admirable feature of this wonderful valley, which has been referred to by one writer as an "amphitheatre of scenic glory." The great Castle Mountain on the left, resembling a huge giant's keep, stretches its great length for several miles, with turrets, bastions and battlements, and at one spot



Swimming Pool, Banff Hot Springs Hotel



Mount Assiniboine

a remarkable reproduction of a drawbridge with portcullis. Opposite is Copper Mountain, in which are said to be large deposits of ore, and beyond is Pilot Mountain, 9,650 feet, whose pyramidal peak is the only one that can be seen from both sides of the Bow Valley.

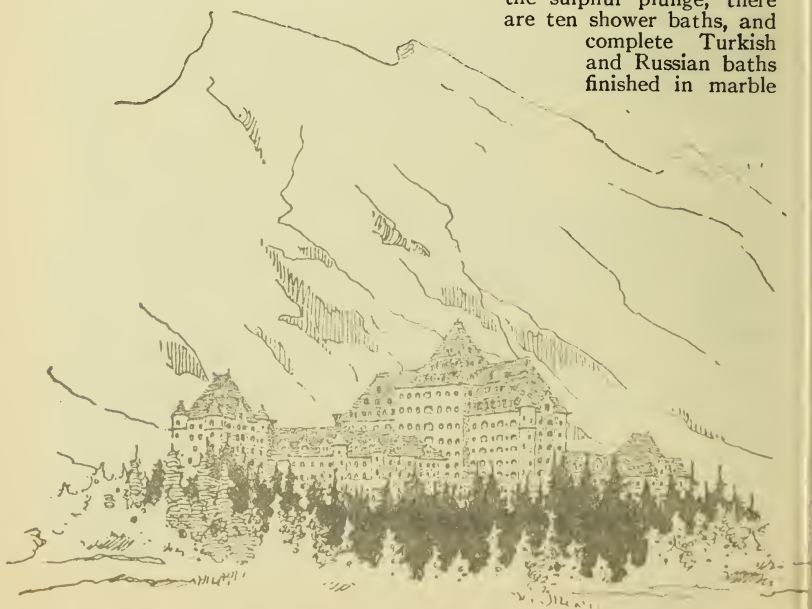
Castle Alt. 4,657

Sawback " 4,537

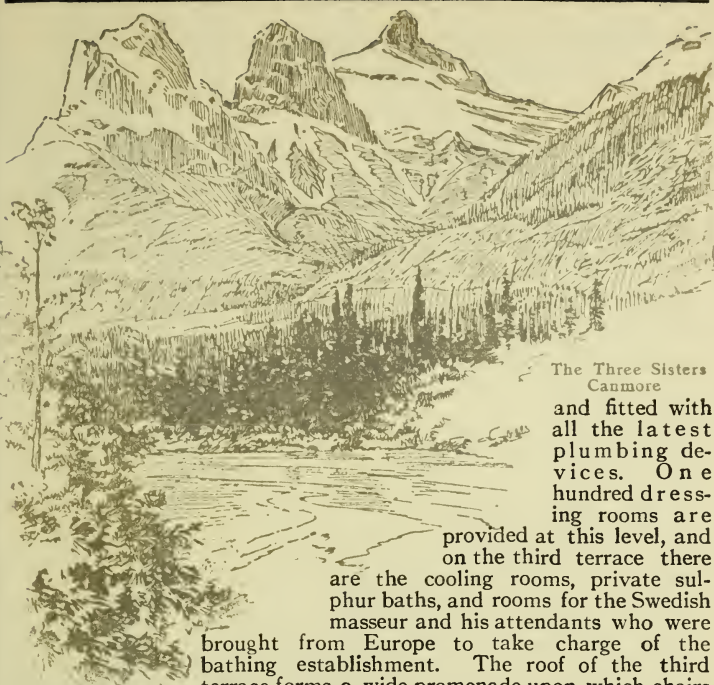
Castle is the station at the base of the great eminence known as Castle Mountain. The views forward and to the rear are delightfully surprising. The Vermilion Lakes are skirted, and an excellent view is had of Mount Bourgeau and the snow-peaks far to the west, enclosing Simpson's Pass. Hole-in-the-Wall Mountain is passed on the left. This mountain has a remarkable cave which can be entered for 160 feet, where a chimney-like aperture gives a glimpse of the sky. The cave is 1,500 feet above the valley.

Banff—Alt. 4,521 ft.—Station for Canadian National Park and Hot Springs. This park is a National Reservation of 5,732 square miles, embracing parts of the valleys of the Bow, Spray and Cascade rivers, Lake Minnewanka and several noble mountain ranges, and beyond the "Divide," the Yoho Valley and the country to the west and south of it. The Park is the largest in the world, being nearly half as large again as the famous Yellowstone Park in the States. No part of the Rockies exhibits a greater variety of sublime and pleasing scenery, and nowhere are good points of view and features of special interest so accessible, since many good roads and bridle-paths have been made. The railway station at Banff is in the midst of impressive mountains,

The huge mass northward is Cascade Mountain (9,825 ft.); eastward is Mount Inglismaldie, and the heights of the Fairholme sub-range, behind which lies Lake Minnewanka. South-eastward from Inglismaldie, in the same range of the Fairholmes, the sharp cone of Peechee (called after an Indian chief), closes the view in that direction; this is one of the highest mountains visible. To the left of Cascade Mountain, and just north of the track, rises the wooded ridge of Stoney Squaw Mountain, beneath which lie the Vermilion Lakes, seen just before reaching the station. Up the Bow, westward, tower the distant snowy central heights of the Main range about Simpson's Pass, most prominently the square, wall-like crest of Mount Bourgeau. A little nearer, at the left, is seen the northern end of the Bourgeau range, and still nearer, the razor-like back of Sulphur Mountain, along the side of which are the Hot Springs, and on whose summit, at 7,484 ft., an observatory has been established. The isolated bluff southward is Tunnel Mountain, while just behind the station, Mount Rundle, 9,665 ft., rises sharply, so near at hand as to cut off all the view in that direction. Near the station is a large corral of 800 acres in which are about 100 buffalo. In well-constructed cages are specimens of the various wild animals found in the Rocky Mountains. The village of Banff is a short distance southwest of the station, on the hither side of the Bow, and the Canadian Pacific Railway Banff Hotel about a mile further on. A steel bridge takes the carriage-road across to the magnificent hotel, built by the Railway Company, on an eminence between the foaming falls in the Bow and the mouth of the rapid Spray River. This hotel has just been reconstructed on a truly magnificent scale, having a kitchen capable of supplying 600 meals at one time. It is most favorably placed for health, picturesque views, canoeing, driving, walking and mountaineering. In direct connection with the hotel there has been opened what is probably the finest bathing establishment on the continent. It is built in the form of three terraces, the outer and lower one of which forms the great semi-circular cold water swimming pool, which is one hundred and twenty feet in diameter and varies from three to seven feet in depth. The second terrace contains the sheltered warm sulphur-water pool which is supplied by piping the water direct from the Hot Springs on Sulphur Mountain at the rate of 1,165 gallons per hour. This pool measures 23 feet by 80 feet and varies from four feet to seven feet in depth. The water in the pool is maintained at a temperature of 110 degrees Fahrenheit—about five degrees lower than at the source of supply—by the continuous flow of water. The bathing space is enclosed by a screen of plate glass between concrete posts, to protect the bathers against the breezes. Adjoining the sulphur plunge, there are ten shower baths, and complete Turkish and Russian baths finished in marble.

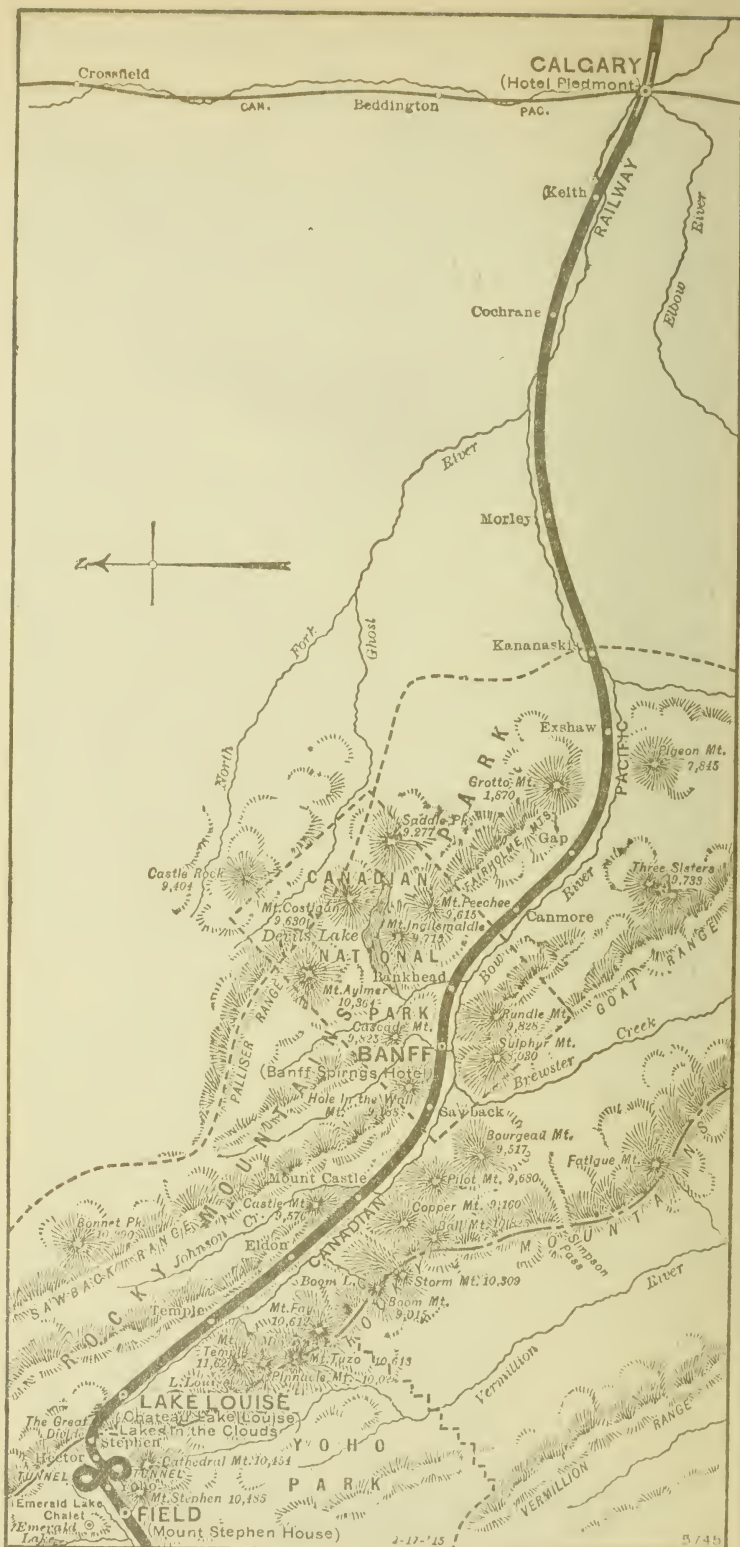


Banff Hot Springs Hotel, Owned and Operated by the Canadian Pacific Railway



The Three Sisters
Canmore

and fitted with all the latest plumbing devices. One hundred dressing rooms are provided at this level, and on the third terrace there are the cooling rooms, private sulphur baths, and rooms for the Swedish masseur and his attendants who were brought from Europe to take charge of the bathing establishment. The roof of the third terrace forms a wide promenade upon which chairs are placed to enable guests to obtain both a view of the bathers below and of the whole magnificent panorama of the mountains. The entire structure is of reinforced concrete and the pools are lined throughout with white glazed tile, and lighted by electricity so that they may be used at night as well as by day. Still another attraction at Banff is the new golf course. Golf enthusiasts who have played the game on the ordinary country golf links will find the sport at Banff even more fascinating. Nestling among the mountains, completely surrounded by gigantic peaks, and with the glacier-fed Bow River flowing throughout its length, the course is superbly located, Nature making it not only one of the highest courses on the American continent, but also one of surpassing beauty. The links are reached from the Banff Springs hotel by either carriage road or foot-path leading directly to the club-house. The house is nicely furnished and provided with all conveniences. There is a good tennis court in connection with hotel. In Banff itself there are a sanitarium and hospital and a museum of more than local interest has been established by the Government. Nine miles from Banff is Lake Minnewanka, on which launches are operated. There is capital fishing, the trout being of extraordinary size. Wild sheep (the big horn) and mountain goats are occasionally to be seen on the neighboring heights. Some extraordinary fossil remains and markings of mammoth prehistoric creatures are found on the mountain slopes surrounding this lake, as well as on Cascade Mountain. At the upper end of the lake is the valley of Ghost River, a strange region where the mountain rivulets gurggle off into subterranean reservoirs and the granite walls are pitted with caves. Between Banff and the lake is Bankhead, where are located the anthracite mines, operated by the Canadian Pacific Railway, whose output will shortly provide the country as far east as Winnipeg with fuel. The hot springs are at different elevations upon the eastern slope of Sulphur Mountain, the highest being 900 ft. above the Bow. All are reached by fine roads, commanding glorious landscapes. The more important springs have been improved by the Government, and picturesque bathing houses have been erected and placed under the care of attendants. In one locality is a pool inside a dome-roofed cave, entered by an artificial tunnel; and adjacent, another spring forms an open basin of warm sulphurous water. Since

 Indicates Double Track

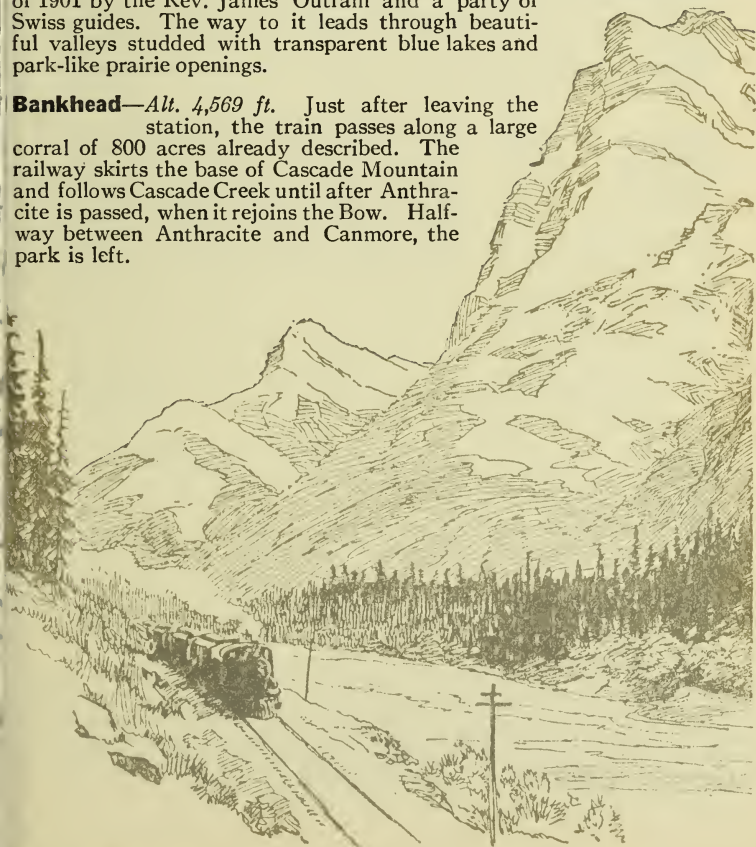
FIELD TO CALGARY

the opening of the railway, these springs have been largely visited, and testimony to their wonderful curative properties is plentiful. These springs are reached by a delightful drive of about a mile along a winding, pine-bordered road, up the valley of the Bow River to the base of Sulphur Mountain.

Among the other pretty drives radiating from Banff is "the Loop," a beautiful roadway around the Bow Valley, in full view of the superb Bow Falls, skirting the base of Mount Rundle, to the banks of the Bow River; another interesting drive is that along the north side of the Vermilion lakes to Edith Pass; another favorite outing is that to Tunnel Mountain, by way of its spiral, tree-lined roadway. Of the longer trails that have been opened probably the most important is that up Brewster Creek, at the head of which is a huge glacier. West from Lake Minnewanka there is another trail through Aylmer Pass and down the Ghost River, returning to the lake by way of the Devil's Gap. There is also another magnificent trail from the Spray Lakes to Kananaskis Lake. From one to two weeks can be profitably spent on these last two trips.

Of interest to motor-car enthusiasts is the new automobile road on which Banff will be an important stop-over point. This road is now being built by the Dominion Government, the British Columbia Government and the Canadian Pacific Railway. It starts at Calgary and runs through the Mountains to Banff. At Castle Mountain it branches off through the beautiful Vermilion Pass to connect with a road already in existence running from Golden to Cranbrook on the Crow's Nest Pass line of the C. P. R. From here there is a road to Macleod and from that point there is connection with Calgary, making a five hundred mile automobile road, which when completed will be the grandest highway in the world. About twenty miles south of Banff is Mount Assiniboine, the Matterhorn of the new world, the ascent of which, after several unsuccessful attempts, was made in the autumn of 1901 by the Rev. James Outram and a party of Swiss guides. The way to it leads through beautiful valleys studded with transparent blue lakes and park-like prairie openings.

Bankhead—*Alt. 4,569 ft.* Just after leaving the station, the train passes along a large corral of 800 acres already described. The railway skirts the base of Cascade Mountain and follows Cascade Creek until after Anthracite is passed, when it rejoins the Bow. Half-way between Anthracite and Canmore, the park is left.



The Gap—Entrance to the Prairies from the Canadian Rockies

Canmore—*Alt. 4,283 ft.* Near Canmore are large coal mines. A striking profile of the Three Sisters is obtained, with Wind and Pigeon mountains looming up beyond. On a hill behind the station stands a group of isolated and curiously weathered conglomerate monuments, called "hoodoos."

The Gap *Alt. 4,236*
Exshaw " *4,247*
Kananaskis " *4,218*

Passing through the Gap—a narrow passage between two vertical walls—the gateway by which the Bow River issues from the hills, the Kananaskis River is crossed by a high iron bridge, a little below where it joins the Bow, and the roar of the great falls of the Bow (called Kananaskis Falls) may be heard from the railway. Near it the track turns and descends the long valley between the Fairholme range on the left and the Kananaskis range opposite. The prominent peak on the right is Pigeon Mountain, and in leaving the station called The Gap, a magnificent view is obtained of Wind Mountain and the Three Sisters also on the right. At Exshaw is one of the largest cement works in Canada. There is a remarkable contrast between the ranges in view behind. On the left are fantastically broken and castellated heights; on the right massive snow-laden promontories, rising thousands of feet, penetrated by enormous alcoves in which haze and shadow of gorgeous coloring lie engulfed. The jaggedness of profile observed is now explained. These mountains are tremendous uplifts of stratified rocks, of the Devonian and carboniferous ages, which have been broken out of the crust of the earth and slowly heaved aloft. Some sections, miles and miles in breadth and thousands of feet thick, have been pushed straight up, so that their strata remain almost as level as before; others are tilted more or less on edge (always on this slope towards the east) and lie in a steeply slanting position; still other sections are bent and crumpled under prodigious side-pressure, while all have been broken down and worn away until now they are only colossal fragments of the original upheavals. This disturbed stratification is plainly marked upon the faces of the cliffs, by the ledges that hold the snow after it has disappeared elsewhere, or by long lines of trees, which there alone can maintain a foothold, and this peculiarity is one of the most striking and admirable features of the scenery.

Morley *Alt. 4,066*
Cochrane " *3,748*
Glenbow " *3,676*
Kelth " *3,551*

By the time Cochrane is reached, the traveller is well within the rounded grassy foothills and river "benches" or terraces. Extensive ranches come into view and are passed in rapid succession as the train speeds eastward towards the fertile prairies of Western Canada. Great herds of horses are seen in the lower valleys, thousands of cattle on the terraces, while the hilltops provide grazing for flocks of sheep, making a picture restful, novel and interesting to one who has but a moment before passed from the Rocky ranges lying eastward hundreds of miles from the Pacific. After leaving Cochrane and again crossing the Bow, the railway descends from the top of the last terrace, whence a magnificent view of the receding mountains is obtained, and where the foot-hills fall in successive tiers of sculptured heights from the snowy range behind them.

Calgary—*Alt. 3,425 ft.* The largest city in Alberta, it has 80,000 population, with upwards of 425 retail stores, 150 wholesalers, 75 manufacturers, 25 banks.

General offices of the Canadian Pacific Railway are located here; including the head offices of the Department of Natural Resources, under whose jurisdiction comes the great Bassano Irrigation project. The extensive Western car shops of the C. P. R. are at Ogden, near Calgary. These shops will eventually employ about 3,500 men. The new Canadian Pacific Hotel Palliser ranks among the finest in North America.

The city owns, operates and controls its public utilities, including municipal street railway, gravity waterworks system, light and power plant and street paving plant. All these are profitable enterprises, and yield a big revenue. Forty miles of street railway are in operation. This city is supplied with natural gas from Bow Island, which is sold at low rates, both to manufacturers and for domestic use.

The most imposing building in Calgary is undoubtedly the Palliser, the new C. P. R. hotel. Externally the building is French Renaissance. Buff pressed brick, Roman size, is used for the facing of the walls while Indiana limestone is used for trimmings. Its ground measurements are 227 feet by 145 feet and it rises to a height of 120 feet above the sidewalk. From the roof a magnificent view of the snow-capped peaks of the Rockies is to be had.

It comprises ten floors—basement, ground, mezzanine and seven service floors, with a roof garden and sun parlor on the roof. The structure is built of steel and reinforced concrete throughout. In shape, it is rectangular as far as the first floor; above that, it is "E" shape, contained in one long wing of 46 feet wide by 227 feet long on the north side with three projecting wings at right angles on the street side—these wings being 99 feet long, 46 feet wide for the two end ones, and 54 feet wide for the centre one. The advantage of this design is, of course, that sufficient lighting for all rooms is secured. There are no "inside rooms." The spaces between the wings also afford provision for skylights for the lighting of the lower floor.

Entering from Ninth Avenue, one passes through the vestibule into the entrance hall (46 x 32 feet), with the Palm Room (42 x 50 feet) on the left and the Drawing Room on the right. Beyond is the Rotunda, 147 feet long by 40 feet wide. The floor of the Rotunda, vestibule, entrance hall and elevator hall is of grey Tennessee marble, and the columns that support the roof are finished in Botticino marble, with Sylvian marble for the bases. On the right of the Rotunda is the main Dining Room, 38 feet wide and 142 feet long, running the whole depth of the ground floor from north to south and finishing in a semi-circular bay at the south end. On the left of the Rotunda are the flower stand, bar, and café, the floors of which are large heather-brown tiles. To the north of the Rotunda are the elevator hall and the spacious kitchen.

The first floor contains a beautiful ball-room, 48 x 50 feet, situated at the north end of the centre wing. At either side of the ball-room, in courts, are pergolas, extending to the side wings. The remainder of this floor, and the whole of the floors above, is occupied by bed-rooms, with an average of about 50 per floor.

The bedrooms range in size from 12 x 15 feet to 20 x 14 feet, and are usually in pairs, with connecting doors between, and bathrooms on either side. Inside each wing is a broad corridor running down the centre. Every bedroom is finished with mahogany doors, with a full length heavy plate glass mirror on the bedroom side of the door. The furniture of the bedroom is all fumed oak, with dull brass fittings. There is hot and cold running water, ice water service, telephone, and portable reading lamp in every bedroom.



C. P. R. Hotel Palliser, at Calgary



C. P. R. Bridge over the Saskatchewan River at Edmonton

CALGARY TO EDMONTON AND CALGARY TO LETHBRIDGE

From Calgary an important branch line connects with Edmonton, the Capital of the Province of Alberta (see p. 54), and another south to Lethbridge and Macleod.

The Canadian Pacific Calgary to Edmonton branch line passes through and serves an exceptionally rich region, well suited for mixed farming and especially for dairying, which is, indeed, the staple industry of the inhabitants. For a distance of thirty miles after leaving Calgary the line skirts the extreme western boundary of the C. P. R. Irrigation Block, as far as Crossfield. The undulating prairies continue all the way, but after leaving Crossfield the character of the countryside gradually changes. Unlike Southern Alberta—i.e., the lands along the main transcontinental line of the C. P. R.—Central Alberta is wooded. Bush will be seen everywhere and clumps of trees, until presently, when nearing Edmonton, the clumps are in some parts continuous.

Olds—(58 miles) where one of the three Agricultural Schools recently established by the Alberta Provincial Government is located.

Red Deer—(95 miles), *pop.* 3,500, is an important town, and the centre of a splendid mixed farming and dairying district. It is situated on the Red Deer River, and has in the neighborhood valuable coal, clay, sand and gravel deposits. It will also be the sub-divisional point of the new C. P. R. branch westward to Rocky Mountain House (between 50 and 60 miles), now in course of construction.

Lacombe—(113 miles), *pop.* 1,800, is also in the heart of a mixed farming district, and is the location of a Dominion Government Experimental Farm. A branch line runs from here eastward via Coronation to Monitor, connecting with the C.P.R. Moose Jaw to Macklin branch at Kerrobert. Near Lacombe is Gull Lake, a summer and bathing resort that is quickly becoming popular amongst the people of Southern and Central Alberta.

Wetaskiwin—(152 miles), *pop.* 3,600, is the junction point for the main line to Winnipeg.

Edmonton—(194 miles). See page 54.

CALGARY TO LETHBRIDGE

The line south from Calgary to Macleod and Lethbridge also passes through a good farming country. Aldersyde (where a cut-off line branches direct to Lethbridge), High River, Cayley, Nanton, Claresholm are some of the more important stations—all yielding substantial grain and cattle traffic. Near High River is a ranch famed for its breed of Percherons. At Lethbridge is the headquarters of an irrigation district now operated by the National Resources Department of the Canadian Pacific Railway, formerly by the Alberta Railway and Irrigation Company. Near here is Coaldale, a prosperous Ready Made Farm Colony settled with Old Country farmers.

TRANSCONTINENTAL MAIN LINE CALGARY TO SWIFT CURRENT

Leaving Calgary one sees the great Ogden shops, at which the equipment of the railway on this section of the line is repaired and renovated. Approaching Shepard, the foot-hills are left behind, and at Langdon there are some large cattle ranches. Here the railway leaves the valley of the Bow River. A new cut off has just been completed between Shepard and Gleichen

Ogden	<i>Alt.</i> 3,406
Shepard	" 3,366
Langdon	" 3,289
Cheadle	" 3,233
Strathmore	" 3,179
Namaka	" 3,041
Gleichen	" 2,950

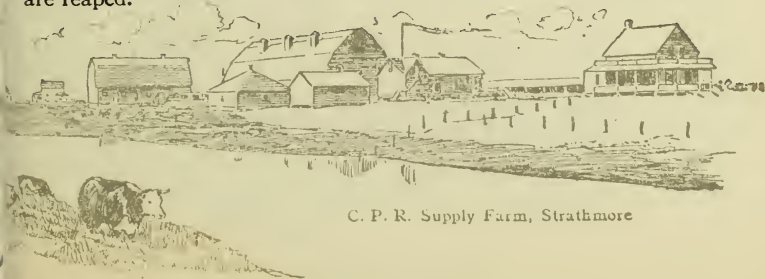
over which certain transcontinental trains pass.

From Shepard to Gleichen also the main line traverses the western section of the Canadian Pacific Company's 3,000,000 acres irrigation project and the canal and ditches are crossed at several points. The Irrigation Block is traversed by the main line of the railway and extends a distance of 145 miles. This is the largest irrigation project on the continent and is divided into three sections. Work has been completed on the Western section and a great part of the land marketed. The Eastern section, extending from Carlstadt to Bassano, is now also ready for settlement. About three miles south of Bassano is located the great Horse - Shoe Bend dam which has made the waters of the Bow River available for irrigation on this Eastern section.

By means of the dam the ordinary water level at the site is raised 45 feet, resulting in the waters flowing from the far distant eastern slope of the Rocky Mountains being diverted through a total length of 2,500 miles of canals and distributing ditches over about 1,800 square miles of fertile prairie country, irrigating approximately one-third of that area. The farms which will be cultivated by this method of irrigation are seen on each side of the track, and at Gleichen and Strathmore the Experimental Irrigation Farms are located close to the line, and the results from the application of water in growing crops and trees may be noted. Near Strathmore are located a great number of the Canadian Pacific's "Ready Made" Farms. Under this policy the Company improves farms in advance of their sale, so that the arriving settler finds awaiting him a farm with a comfortable house, fine barn, a drilled well and about fifty acres in crop. The whole farm is fenced. The price of these improvements is added to the price of the land, the whole sum being payable in a space of twenty years. This policy has been extended to three Prairie Provinces, and is also being adapted to smaller areas in the Columbia Valley along the line of the Kootenay Central Branch north of Golden. At Langdon the railway falls to the valley of the Bow River. From Langdon branch lines run northward to Acme. At Gleichen (*Alt.* 2,950 ft.) pop. 500, a last receding view of the Rockies may be had by the traveller as he is carried toward the rising sun. At Namaka is another farm of the Canadian Land and Ranch Company. The Company has 1,600 acres under crop here and excellent harvests are reaped.



A Fairy of the Prairies



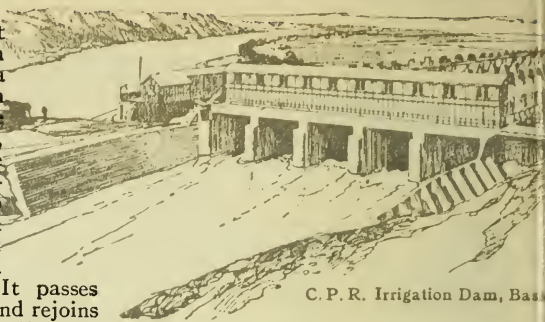
C. P. R. Supply Farm, Strathmore

Near Crowfoot station and south of the railway is a large reservation occupied by the Blackfoot Indians, some of whom are seen about the station. From Bassano a line has just been constructed that opens up a rich farming district. It passes through Empress and rejoins the main line at Swift Current.

From Tilley station, on a very clear day, the higher peaks of the Rocky Mountains may be seen 150 miles away to the westward. The sunset over these peaks is a never-to-be-forgotten sight, the snowy caps of the jagged line of the horizon adding to the splendor of the view. The entire country is underlaid with two or more beds of good coal, and natural gas is frequently found in boring deep wells. This gas is utilized at Langevin in pumping water for the supply of the railway, and both there and at Tilley it can be seen burning brightly. Eastward and to the north and south of the railway, the entire prairie is seen to advantage, and before August it is a billowy ocean of grass. Cattle ranches are spread over it, and farms appear at intervals. The grade is up and down past Suffield and Howell, and as Redcliff is approached some of the finest ranching land

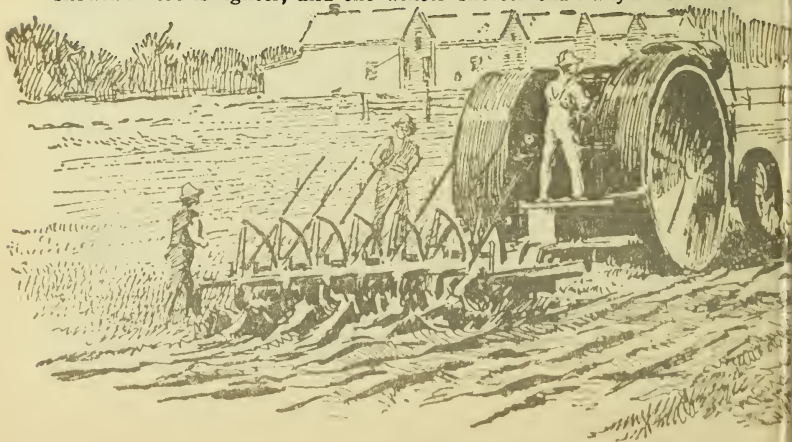
in America and also the largest herds of Galloway cattle in the world are to be seen. A branch joins the main line at Suffield from Lomond. The railway descends gradually from the higher plateaus, and crosses the south branch of that river, on whose eastern bank is the town of Medicine Hat.

Medicine Hat—Alt. 2,168 ft. Pop. 15,228. On account of the immense flow of natural gas, and many other advantages, Rudyard Kipling christened it "The town that was born lucky." It is situated in the valley of the South Saskatchewan, and is the centre of a magnificent mixed farming district. Apples, plums, and small fruit are quite at home here, and a demonstration farm has been inaugurated by the Provincial Government. A sub-divisional point, with large railway shops, all operated by natural gas. An important station of the Royal North-West Mounted Police. There is an abundance of coal all through the district, but the light, heat and power in the city is derived entirely from natural gas, which is sold to manufacturers at 5 cents per thousand cubic feet, and for domestic purposes at 13½ cents. The snowfall here is lighter, and the winter shorter than anywhere else in



C. P. R. Irrigation Dam, Bassano

Cluny	Alt. 2,841
Crowfoot	" 2,698
Bassano	" 2,584
Lathom	" 2,555
Southesk	" 2,498
Cassils	" 2,512
Brooks	" 2,476
Bantry	" 2,498
Tilley	" 2,445
Kinlinvie	" 2,427
Carlstadt	" 2,492
Suffield	" 2,462
Howell	" 2,579
Redcliff	" 2,428



An Up-to-Date Plough

Canada east of the Rocky Mountains. There are three large brick plants, abattoir, flour mills and extensive greenhouses. The river is navigable for steamboats for some distance above and for 800 miles below to Lake Winnipeg. From Dunmore, the Crowsnest Section leads off westerly past Lethbridge, one of the chief sources of the coal supply for the country, east to Winnipeg and through the Crowsnest Pass of the Rocky Mountains to Kootenay Lake and to the mines of West Kootenay, in whose greater development it is proving a powerful factor by supplying cheap fuel for smelting purposes. (For descriptive notes of the Crowsnest Pass Route, see pages 92 to 101.)

Dunmore	Alt. 2,398	At Dunmore,
Pashley	" 2,406	what may be
Irvine	" 2,492	taken as a typ-
Walsh	" 2,437	ical mixed farm-
Cummings	" 2,388	ing country may
Hatton	" 2,465	be seen, for not

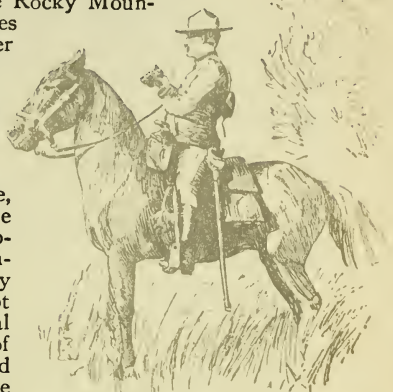
only are capital crops raised here, but a number of valuable horses and cattle are bred and pastured here. Eastward from Medicine Hat to Swift Current the line skirts the northern base of the Cypress Hills, which reach an altitude of 3,800 feet, and in many places are covered with valuable timber. It is impossible to conceive of a better stock country than that lying between the Cypress Hills and the railway. Rich in the grasses that possess peculiar attractions for horses and cattle, the valleys and groves of timber give ample shelter all seasons of the year, and the numerous streams flowing out of the Cypress Hills afford an unfailing supply of water. The handsome profits realized by the stockmen testify better than words to the value of this district for cattle raising.

Kincorth	Alt. 2,537
Maple Creek	" 2,595
Cross	" 2,530
Crane Lake	" 2,515
Sidewood	" 2,508
Tompkins	" 2,628
Carmichael	" 2,633
Gull Lake	" 2,560
Antelope	" 2,553
Webb	" 2,581
Seward	" 2,473
Beverley	" 2,463

Lakes and ponds, some fresh, some alkaline, occur at intervals. At Maple Creek, a few miles south of which Sitting Bull, the Sioux Chief, was captured by a Canadian Mounted Police officer after the massacre of Custer and his American cavalymen, are extensive yards for the shipment of cattle. The town is supported by trade with the cattle ranches, and farming is successfully carried on in the vicinity. Near the town is a North-West Mounted Police station. At Crane Creek there are several large farms, irrigated, and some of which are entirely devoted to stock raising, as many as 7,000 cattle and 500 horses being usually on a single range. The satisfactory results obtained from working farms at various points on the line proved the value of these lands for farming, and result in attracting the attention of settlers and capitalists to this section of the country.

Gull Lake, *pop.* 350, is a rising town and has two good hotels and several grain elevators. In the outlying district are many farms which are entirely devoted to sheep, large numbers being usually wintered there. An irrigated meadow on the north side of the lake is worth seeing.

Swift Current—Alt. 2,420. Terminus of the Alberta Division.



Royal North West Mounted Policeman



SWIFT CURRENT TO BROADVIEW

245 Miles

(Saskatchewan Division)

Swift Current—*Alt. 2,420 ft. Pop. 4,350.* A railway divisional point on a pretty stream of the same name. Swift Current is in the centre of a very large agricultural district extending from the Cypress Hills on the south to the Saskatchewan River on the north. The soil is particularly adapted for grain farming, and the country is being rapidly filled up with settlers. There are now seven grain elevators and a large flour mill here. A branch line goes southeast to Vanguard.

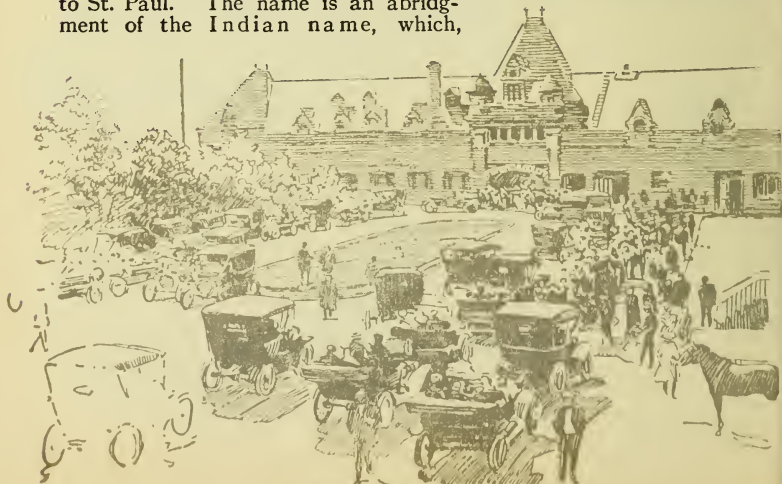
The Government has erected a Meteorological Observing Station. From Swift Current to Moose Jaw the line steadily falls on the eastern slope of the Coteau, and winds through an irregular depression to the basin of the Chaplin Lakes—formerly known as the Old Wives' Lakes—

Aikins	<i>Alt. 2,399</i>
Waldeck	<i>" 2,368</i>
Rush Lake	<i>" 2,324</i>
Herbert	<i>" 2,309</i>
Morse	<i>" 2,271</i>
Ernfold	<i>" 2,355</i>
Chaplin	<i>" 2,198</i>
Secretan	<i>" 2,264</i>
Parkbeg	<i>" 2,062</i>
Mortlach	<i>" 1,975</i>
Caron	<i>" 1,838</i>
Boharm	<i>" 1,791</i>

extensive bodies of alkaline water having no outlet. The northernmost of these lakes is reached at Rush Lake, a large area of fresh water and a favorite resort of waterfowl—swans, geese, ducks and pelicans—which at times congregate here in myriads. Chaplin is on a comparatively large body of water, Lake Chaplin, south of which is Lake Johnson. The country is treeless from Cypress Hills to the eastern border of the Regina plain, 200 miles, but the soil is excellent nearly everywhere. The prairies about and beyond the Chaplin Lakes are marked in all directions by old

buffalo trails and scarred and pitted by their "wallows." Antelope may be sometimes seen, and coyotes and prairie dogs.

Moose Jaw—*Alt. 1,766 ft. Pop. 25,000.* A railway divisional point and the junction with the Soo Line, the most direct line to St. Paul. The name is an abridgment of the Indian name, which,



C. P. R. Station at Moose Jaw



Harvesting on the Western Prairies

literally translated, is "The-creek-where-the-white-man-mended-the-cart-with-a-moose-jaw-bone." The Moose Jaw-Macklin sub-division of the Canadian Pacific Ry. runs from Moose Jaw to Outlook, and thence via Kerrobert to Macklin, where it joins the Winnipeg-Edmonton line of the Canadian Pacific. The finest stockyards on the line from the ranches to Winnipeg are located here. The city is pleasantly situated in a dip in the prairie, at the junction of the Moose Jaw and Thunder Creeks, and to the south are shortly seen the Dirt Hills, the northwest extension of the great Missouri Coteau. It is a distributing centre for the ranches to the south and west, as well as for the rich grain growing district to the north, and west to the Elbow of the Saskatchewan. The city owns its own water works and electric plant; has fine public schools, churches, banks and city hall. Flour mills and elevators indicate the wheat producing qualities of the district.

Pasqua—*Alt. 1,869 ft.* At Outlook there is one of the largest bridges in Canada. It is 300 feet long, has eight 240-foot truss spans, supported by concrete piers with approaches, consisting of three 80-foot, seven 60-foot and nine 45-foot plate girder spans on steel towers. The height of the bridge from tail level to water line is about 140 feet. The completion of this bridge has opened up a sixth route between Winnipeg and Edmonton and provides the most direct connection between St. Paul, Minneapolis and Edmonton. Another new line has been opened from Moose Jaw southwestward to Expanse, a distance of 35 miles. From Pasqua, a subdivision extends south-east through Estevan to the International boundary line at Portal, where connection is made with the Soo Line from St. Paul and Minneapolis, and it is by this route that passengers from the Pacific Coast travel to the Middle States. Trains run through between St. Paul, Minneapolis, Moose Jaw and Pacific Coast.

Belle Plaine	<i>Alt. 1,903</i>
Pense	<i>" 1,881</i>
Grand Coulee	<i>" 1,857</i>
Regina	<i>" 1,884</i>

Regina—*Pop. 47,000.* The capital of the Province of Saskatchewan and the distributing point for the country far north and south.

This territory is a very fertile one, known as the park country, in which large numbers of settlers have already become prosperous. The Moose Mountain subdivision extends southward from Regina to Arcola, connecting with the Arcola subdivision, thus giving an alternative route between Brandon and Regina. New branch lines have just been opened from Regina to Bulyea and Colonsay, making connection with Winnipeg-Saskatoon-Edmonton line. A couple of miles west of Regina are the headquarters of the Royal North-West Mounted Police. The barracks, officers' quarters, offices, storehouses and the imposing drill hall, together make a handsome village. On the south bank of Wascana Lake the new Provincial Government Buildings for Saskatchewan are being erected at a cost of \$1,500,000. The Mounted Police is a military organization numbering 1,000 odd men, who are stationed at intervals over Western Canada to look after the Indians and preserve order generally. Nearer the city are the Lieutenant-Governor's residence and the exhibition buildings.

Passing Regina, Pilot Butte, an unimportant hill near by, is seen. Within a mile of Balgonie station is the last or most easterly farm of the Canadian Land and Ranch Company, a farm chiefly devoted to grain growing, there being 4,000 acres in crop. All along the line the work of double tracking the transcontinental main line across the prairie may be seen from the train.



Grain Elevators by night

Pilot Butte	<i>Alt.</i> 2,015
Balgonie	" 2,158
McLean	" 2,279

At McLean (which stands 200 feet higher than Qu'Appelle and 375 feet higher than Regina) the great Regina plain is left at its easterly border. Passing through a short stretch of wooded country, the train reaches Qu'Appelle.

Qu'Appelle—*Alt.* 2,123 ft. A good road extends northward to Fort Qu'Appelle and beyond. Fort Qu'Appelle, 20 miles distant, is an old post of the Hudson Bay Company, beautifully situated on the Fishing Lakes in the deep valley of the Qu'Appelle River. There are several Indian reservations in its vicinity, and an important Indian mission and school.

Indian Head	<i>Alt.</i> 1,920
Sintaluta	" 1,979
Wolseley	" 1,948
Summerberry	" 1,938
Grenfell	" 1,957
Oakshela	" 1,952

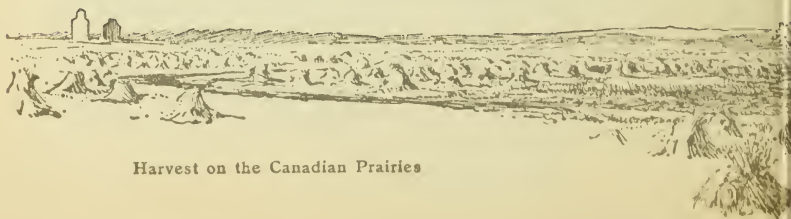
At Indian Head—*pop.* 2,000—is located a fine experimental farm conducted under Government auspices. It is situated on the north side of the railway, and in this locality are numerous farms on which great yields of wheat are obtained. The town of Indian Head is making rapid growth, consequent upon the successful

farming of the district around it, and owns an up-to-date municipal water supply and electric lighting plant. From Indian Head eastward the line follows a gradually lowering prairie. Sintaluta, Wolseley and Grenfell have already become important local markets. From Wolseley a branch goes to Reston, on the Winnipeg - Arcola Line.

Broadview—*Alt.* 1,961 ft. *Pop.* 1,750. Terminus of the Saskatchewan Division. A railway divisional point, prettily situated at the head of Lake Ecapo in the midst of an excellent mixed farming district. A reservation occupied by Cree Indians is not far away. The Standard time changes here to Central, one hour faster.

Percival	<i>Alt.</i> 2,039
Whitewood	" 1,966
Burrows	" 1,948
Wapella	" 1,932
Red Jacket	" 1,916
Moosomin	" 1,885
Fleming	" 1,792
Kirkella	" 1,689
Elkhorn	" 1,633
Hargrave	" 1,580
Virdeu	" 1,444
Routledge	" 1,415
Oak Lake	" 1,416
Griswold	" 1,421

From Broadview to Brandon the frequent ponds and lakes afford excellent opportunities for sport—waterfowl being abundant. Percival stands upon a ridge 100 feet higher than the general level. From Whitewood the country northward is accessible by a bridge over the Qu'Appelle River. Moosomin, the most important town in the eastern portion of Assiniboia, is the station for Fort Ellice at the north and the Moose Mountain district at the south. From Kirkella the Saskatoon line of the C. P. R. diverges north-west through a new and wonderful farming country. A mile east of Fleming the Province of Manitoba



Harvest on the Canadian Prairies

Alexander *Alt.* 1,408 is entered. Virden and Elkhorn are market
Kemnay " 1,363 towns of particularly attractive districts,
 and further east the undulating prairie is
 well occupied by prosperous farmers, as the progressive villages at
 intervals testify. The railway draws near to the Assiniboine and drops
 into its valley just before reaching Brandon.

Brandon—*Alt.* 1,199 ft. *Pop.* 18,000. A divisional point; one of the
 largest grain markets in Manitoba; and the distributing
 market for an extensive and well settled country. It has grain elevators,
 flour mills, large planing mills, banks, and a number of manufactories.
 The city is beautifully situated on high ground, and has well-made
 streets and many substantial buildings. A Dominion Experimental
 Farm and a Provincial Asylum are established within the city
 limits. The Arcola subdivision line runs from here to Regina, 240 miles,
 via Arcola, through the Moose Mountain country. At Schwitzer
 it connects with the Souris subdivision which runs 133 miles south-
 west to Estevan, located on the Soo-Pacific line connecting West-
 ern Canada with the middle and North-Western States of the Union.
 Subdivisions also run north to Minnedosa, Yorkton, Sheho, Lanigan;
 south of Deloraine, Lyleton, etc.

Chater	<i>Alt.</i> 1,214	Just east of Brandon the Assiniboine River
Douglas	" 1,220	is crossed by an iron bridge, and the
Sewell	" 1,254	Brandon hills are left towards the south-
Carberry	" 1,257	west. From Chater the Miniota subdivi-
Melbourne	" 1,247	sion of the Canadian Pacific Ry. running
Sidney	" 1,232	northwestward towards the Saskatchewan
Austin	" 1,015	country is operated to Miniota, a distance
MacGregor	" 956	of 71 miles. From MacGregor a subdivi-
Bagot	" 936	sion extends 55 miles to Varcoe on the
Burnside	" 869	Miniota subdivision. Between Brandon

and Portage la Prairie stations succeed
 one another at intervals of five or eight
 miles, and many of them are surrounded by bright and busy towns;
 and at nearly all are tall and massive elevators, with now and then
 a flour mill. Principal among these is Carberry (pop. 1,050), an im-
 portant grain market. After passing through a bushy district, with fre-
 quent ponds and small streams, containing many stock farms, for
 which it is particularly adapted, the railway crosses part of the famed
 Portage Plains and reaches Portage la Prairie.

EDMONTON TO WINNIPEG

Via Portage la Prairie on the Great West Express

Generally speaking, the main line of the Canadian Pacific Railway
 means the transcontinental line between Vancouver and Montreal.
 But there is really another main line which is that portion of the system
 over which the through trains between Edmonton and Winnipeg are
 operated.

All trains on this line start from Edmonton and follow the north-west
 branch to Portage la Prairie, where it joins the main transcontinental
 line and runs over that line for a distance of 56 miles into Winnipeg.
 From Edmonton the line runs in a southeasterly direction and follows
 that general direction the complete distance to Portage la Prairie,
 where it joins the main line and goes directly into Winnipeg.

This entire Winnipeg-Edmonton main line passes through some of



the most productive country in all the prairie provinces and has on its line some of the most progressive towns and cities. It is a gently rolling prairie most of the entire 849 miles.

Edmonton—*Pop. 67,000*, is the capital of the Province of Alberta, and is situated on both banks of the north Saskatchewan River. That part to the south was originally known as the city of Strathcona, but was amalgamated with Edmonton two years ago. The C. P. R. enters Edmonton now by means of a magnificent steel high-level bridge, 2,550 feet long, 152 feet above water level, which carries also street car tracks and traffic roads. This was opened in the summer of 1913. Edmonton was established as a trading post of the Hudson's Bay Company in 1795, and the remains of the old fort are still standing on the same bluff overlooking the river as the splendid Parliament Buildings of the Province of Alberta, opened last year. The University of Alberta, the Robertson Presbyterian College, and many other educational institutions are situated here. Two other great transportation systems operate into Edmonton. The city is run on very progressive municipal lines, and owns and operates all its own public utilities; and it was one of the pioneer cities of Western Canada to bring into force a single tax system of land assessment. It is the distributing centre for the vast Peace River country to the north and north-west, and is also the centre of an important and rapidly developing coal industry, the production of mines in and around Edmonton being over 300 tons per day.

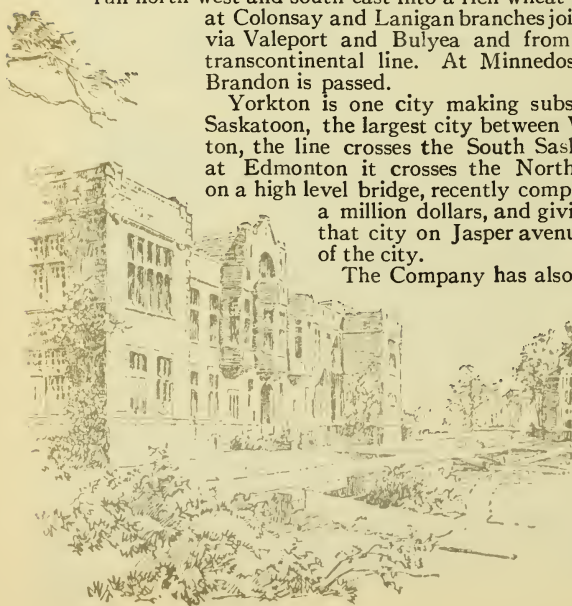
At Sedgewick in Alberta and Wolfe in Saskatchewan are successful ready-made farm settlements established by the Canadian Pacific for British Colonists.

For a line passing through a prairie country the Winnipeg-Edmonton line has more of scenery than generally falls to purely agricultural country. At Wynyard there is a beautiful body of water, Quill Lake, 40 miles in length, the railway passing close to its shore for many miles, and in the valley of the North Saskatchewan River there is an ever-pleasing change to the rise and fall of the land on either side.

At Macklin connection is made with the Outlook Branch for Moose Jaw, thence via through express to the twin cities of Minneapolis and St. Paul. It will thus be seen that passengers from Edmonton and the twin cities can travel by a direct route, this line being a continuation of the Soo Branch from North Portal and the twin cities. It will be noted that the opening of the country between the two main lines has all the time been the aim of the Company. At Wilkie short branches run north-west and south-east into a rich wheat country. Further east at Colonsay and Lanigan branches join the line from Regina via Valeport and Bulyea and from Kirkella on the main transcontinental line. At Minnedosa a branch line from Brandon is passed.

Yorkton is one city making substantial progress. At Saskatoon, the largest city between Winnipeg and Edmonton, the line crosses the South Saskatchewan River, and at Edmonton it crosses the North Saskatchewan River on a high level bridge, recently completed at a cost of over a million dollars, and giving it an entrance into that city on Jasper avenue almost in the centre of the city.

The Company has also just completed a fine new office building in Edmonton, where the ticket and telegraph offices are housed in a six story structure that is the pride of the people of the city. A new office building has also just been completed in Saskatoon for the better housing of the Company offices.



Saskatoon University

PORTAGE LA PRAIRIE TO WINNIPEG—Continued

Portage la Prairie—*Alt. 851 ft. Pop. 7,000.* On the Assiniboine River.

The market town of one of the best grain districts, and one of the principal markets in the Province. It has large flour mills and many grain elevators, an oatmeal mill, fence wire factory, a biscuit factory and several other industries. The Winnipeg-Edmonton

High Bluff	<i>Alt. 827</i>	Line of the Canadian Pacific Ry.
Poplar Point	<i>" 812</i>	branches off here.
Reaburn	<i>" 804</i>	The town is an
Marquette	<i>" 805</i>	educational and
Meadows	<i>" 790</i>	residential centre.
Rosser	<i>" 795</i>	There is a descent
Bergen	<i>" 781</i>	of 100 feet from

Portage la Prairie to Winnipeg, although the land is apparently level. East of Portage la Prairie the country is thickly settled to Poplar Point.

between which place and Rosser there is a quantity of land held by speculators. The line of trees not far to the south

marks the course of the Assiniboine River, which the railway follows from near Brandon to Winnipeg.

Long Lake is a favorite resort for sportsmen, and Reaburn is the half-way station between Vancouver and Montreal.



Fort Garry

WINNIPEG

Winnipeg—*Alt. 761 ft. Pop. 200,000.* Capital of the Province of

Manitoba, formerly known as Ft. Garry (pop. in 1871, 100). Situated at the confluence of the Red and Assiniboine rivers, both navigable by steamboats, it has been, for many years, the chief post of the Hudson's Bay Company, which has here very extensive establishments. Winnipeg commands the trade of the vast region to the north, east and west. The city is handsomely built, superior brick and stone being available, and has sixty miles of electric railway in the city and forty-four miles of suburban track, parks, hospital, great flour mills, grain elevators, huge abattoirs, many notable public buildings, including Provincial and Dominion offices, and is the greatest grain market in the British Empire. The Royal Alexandra, owned and operated by the Canadian Pacific Railway, ranks amongst the finest hotels in the world. It was erected at a cost of \$1,250,000, has been extended to twice its original size, and is most handsomely decorated and furnished. The hotel is adjacent to the Company's Railway Station, which is also a magnificent building. Immense workshops of the Canadian Pacific Railway are here, and the railway has also in this city the two largest train yards in the world. One yard, which has been completed for several years, has 110 miles of track. The second is even larger, as it includes seventy tracks of a total mileage of 183 miles. In connection with this yard development the Canadian Pacific has a transfer elevator of a million bushels capacity. Land offices of the railway are located in the city, and here also are the chief Western Immigration offices of the Government, and the immigration sheds. The C. P. R. owns large areas of good agricultural land, and has a comprehensive colonization policy for facilitating the settlement of practical farmers. A number of ready-made farms are prepared each year, and loans of live stock are made to experienced farmers settling on C. P. R. lands between Winnipeg and the Rocky Mountains. Sectional maps and pamphlets giving valuable information as to the nature and character of the lands traversed by the road are supplied to those who desire them free of cost by the Land Branch of the Department of Natural Resources. Agents at all points along the line can give full information and prices of the Company's lands in the vicinity of the respective stations. The Canadian Pacific

Railway has two subdivisions leading southward on either side of the Red River to Emerson and Gretna, on the U. S. boundary, connecting at the former point with the train service of the Soo Line for St Paul and Minneapolis. Two subdivision lines of the Canadian Pacific Railway go southwest, the first to Arcola in Saskatchewan, thence to Regina through the Moose Mountain country, a section now being rapidly

settled, and the second to Napinka in Southern Manitoba, connecting at Souris and Napinka with the connecting line from Brandon through to Estevan, the junction with the Soo-Pacific line, and two other subdivisions run north and northwest; one to Selkirk, Winnipeg Beach and Riverton, and the other to Stony Mountain, Stonewall, Teulon and Arborg, 76 miles north of the city.

Leaving Winnipeg the Red River is crossed at St. Boniface (*pop.* 12,500), a distinctively French suburb of Winnipeg, though much older than the latter, and immortalized by the poet Whittier by his reference to the "Bells of the Roman Mission," and as suggestive of devotion to the hardy voyageur as "The Angelus" to the peasant. Thence the line runs eastward via

Oakbank, Hazelridge and Norquay to Molson Jct. Between the latter point and Whitemouth the country has prairie characteristics. Sawmills appear in the vicinity of and beyond Whitemouth. Numerous pretty lakes are seen until the Lake of the Woods district is reached, Manitoba having been left after passing Ingolf. Near Keewatin are the works of the Keewatin Power Co., creating one of the greatest water powers in the world, making of the Lake of the Woods a gigantic mill-pond with an area of 3,000 square miles. and affording most convenient sites for pulp-mills, saw mills, flour-mills, and other establishments for supplying the needs of the Great Canadian

West and for manufacturing its products on their way to Eastern markets. At Keewatin (*pop.* 1,300) is a mammoth flouring mill, owned and operated by the Lake of the Woods Milling Co., and built of granite quarried on the spot.

Kenora—*Alt.* 1,082 ft. *Pop.* 5,300. At the principal outlet of the Lake of the Woods, is an important mining centre with several large saw-mills, the product of which is shipped westward to the prairies. It is the key to the great goldfields now being developed in its immediate vicinity and in the Rainy Lake and Seine River districts to the south, which are reached by steamer, the route lying through one of the most picturesque regions on the continent. The Lake of the Woods is the largest body of water touched by the railway between the Pacific and Lake Superior. Its fisheries are very valuable, the annual shipments being large. The lake is studded with islands and is a favorite resort for sportsmen and pleasure seekers. Its waters break through a narrow rocky rim at Kenora and Keewatin, and fall into the Winnipeg River. The tourist will find good up-to-date hotel accommodation in Kenora. From here the country is excessively broken and the railway passes through numerous rocky uplifts. The scenery is of the wildest description, and deep, rock-bound lakes are always in sight. In fact, from Winnipeg to Fort William the railway traverses a wild, broken region,



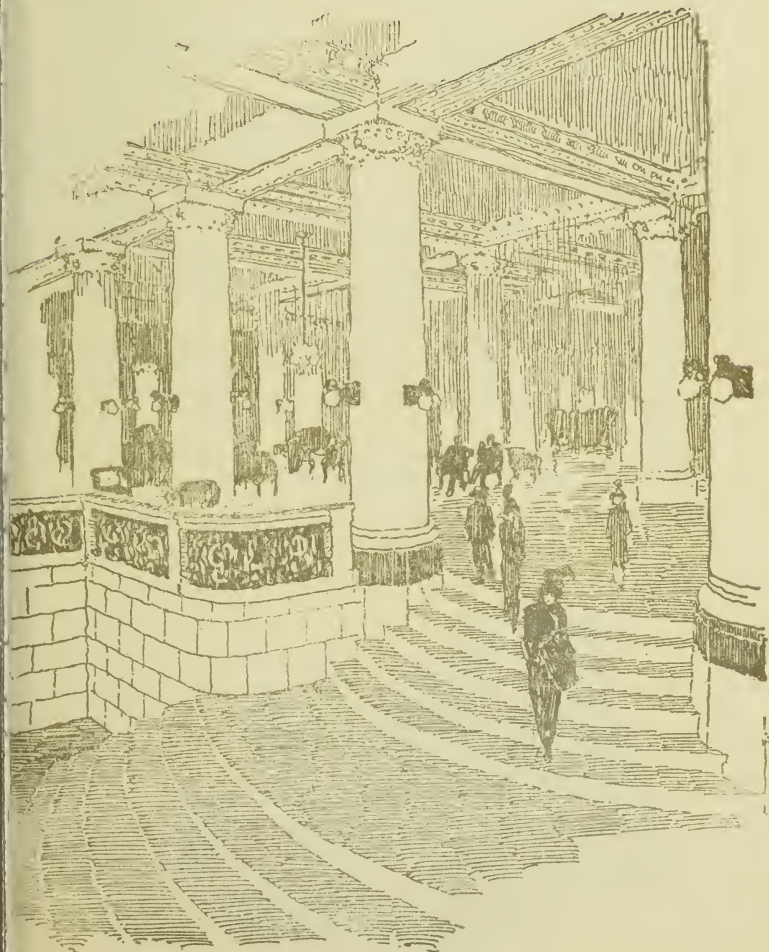
Main Street, Winnipeg

North Transcona	<i>Alt.</i> 766
Oakbank	" 804
Hazelridge	" 789
Cloverleaf	" 828
Lydcat	" 813
Molson	" 876
Julius	" 923
Shelly	" 921
Whitemouth	" 903
Darwin	" 954
Rennie	" 1,050
Telford	" 1,104
Ingolf	" 1,182
Busteed	" 1,170
Keewatin	" 1,078

with rapid rivers and many lakes, but containing valuable forests and mineral deposits. At Eagle River two beautiful falls are seen, one above and the other below the railway.

Margach	<i>Alt.</i> 1,140
Scovill	" 1,194
Hawk Lake	" 1,286
Pine	" 1,372
Edison	" 1,322
Vermillion Bay	" 1,220
Eagle River	" 1,184
Oxdrift	" 1,158
Dryden	" 1,218
Barclay	" 1,249
Wabigoon	" 1,207
Dinorwic	" 1,232
Dymet	" 1,342
Tache	" 1,358
Raleigh	" 1,412
Ignace	" 1,479
Bonheur	" 1,522
English	" 1,507
Niblock	" 1,526
Upsala	" 1,581
Savanne	" 1,497

At Dryden the Ontario Government has established an experimental farm. There being large areas of good land specially suited for mixed farming and dairying, settlement is progressing rapidly, the chief advantages of the district, besides the facility with which the land is cleared, being the proximity of good markets, the illimitable supply of timber and water, abundance of fish and game, winter employment for settlers in the lumber camps, and healthfulness of the climate. Wabigoon is the point of departure for the new Manitou mining region, and the Lower Seine and Rainy Lake country can be reached by this route. Steamers operate on these waters during navigation, and in winter there is a good sleigh road. Further east the Sawbill mining country is reached from



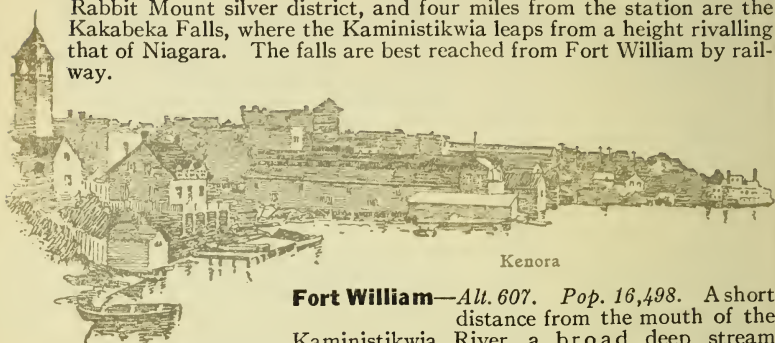
Entrance to Rotunda, Royal Alexandra Hotel, Winnipeg

Raith	<i>Alt.</i> 1,573
Buda	" 1,465
Finmark	" 1,176
Kaministikwia	" 1,007
Murillo	" 939
Westfort	" 626

Bonheur Station by government wagon road.

Following the Wabigoon and Mattawan Rivers to Kaministikwia, the railway then follows the Kaministikwia River for some distance. Murillo is the railway station for the

Rabbit Mount silver district, and four miles from the station are the Kakabeka Falls, where the Kaministikwia leaps from a height rivalling that of Niagara. The falls are best reached from Fort William by railway.



Kenora

Fort William—*Alt.* 607. *Pop.* 16,498. A short distance from the mouth of the

Kaministikwia River, a broad deep stream with firm banks, affording extraordinary advantages for lake traffic with a waterfront of 26 miles. From the beauty of its situation, its accessibility and the opportunities for sport in the neighborhood, it has become a favorite resort for tourists, and is rapidly becoming an important commercial centre. A long promontory of basaltic rock on the opposite side of Thunder Bay, called the "Sleeping Giant," whose Indian legend takes one back to aboriginal days, terminates in Thunder Cape, behind which lies the once famous Silver Islet, which yielded almost fabulous wealth before becoming flooded. Pie Island, another mountain of columnar basalt, divides the entrance to the bay, which is flanked on the west by Mackay Mountain, overlooking Fort William. Looking west, between Pie Island and Thunder Cape, Isle Royale (now become a popular summer resort) may be seen in the distance. Fort William was formerly a very important Hudson's Bay Company's post, and was the great rendezvous of the hunters, voyageurs and chief factors of the Company. The fur house of the old fort is now used as an engine house for the great coal docks, and some of the largest grain elevators in the world overshadow all.

There are railway workshops and the usual buildings and sidings incident to a divisional point. Fort William is the Western Terminus of the Canadian Pacific Railway Lake Steamship Line. These fine steel steamships ply between here and Port McNicoll. (See pages 60 to 64.)

Eastbound passengers should here set their watches forward one hour in conformity with "Eastern" standard time.

Port Arthur—*Alt.* 613—The western terminus of the Eastern Lines of the Canadian Pacific Railway.



Grain Elevator at Fort William

GREAT LAKES ROUTE (Summer Months Only)

Fort William and Port McNicoll, 550 Miles
(GREAT LAKES STEAMSHIPS)
Port McNicoll and Toronto, 108 Miles (Rail)
Toronto and Montreal, 338 miles (Rail)

Fort William *Alt. 607*
Port Arthur *" 613*

steamship, and the meals and accommodation are up to the usual high standard of the Company.

The splendid steamships of the Canadian Pacific Railway start from Fort William on the eastbound trip. They are more like ocean liners than the ordinary lake

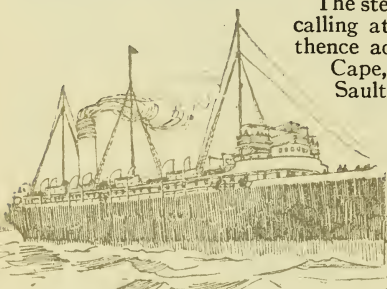
steamer, and the meals and accommodation are up to the usual high standard of the Company. The steamers sail down the Kaministiquia, calling at Port Arthur, on Thunder Bay—thence across the Bay and rounding Thunder Cape, directly across Lake Superior to Sault Ste. Marie. (*Pop. 10,179.*)

Sault Ste. Marie—Alt. 632.
Pop. 15,000.

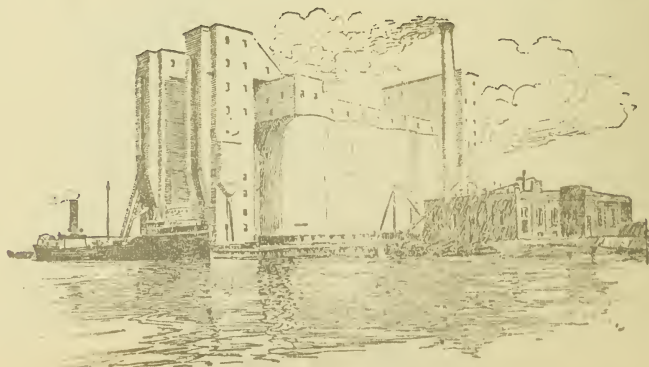
Prosperous towns on both the United States and Canadian sides, where the Soo rapids carry off the waters of Lake Superior to the St. Mary's River and Lake Huron. The rapids,

which drop about 18 feet, are avoided by three canals, two being in Michigan and one in Ontario, the locks of which rank amongst the largest in the world. Passengers may go ashore while the vessel passes through the locks. Sault Ste. Marie has within the last ten years sprung from what lacked little of being a wilderness, to its present size and importance on the industrial and commercial map. The city is surrounded with a halo of interest from the early time of the Hudson's Bay Fur Company to the present, when the material results of the greatest feats of engineering to be seen on the Continent attract the eyes of the thousands of visitors who come annually in search of recreation and health. Hour after hour it is possible for one to see the great passenger and freight boats pass through the locks.

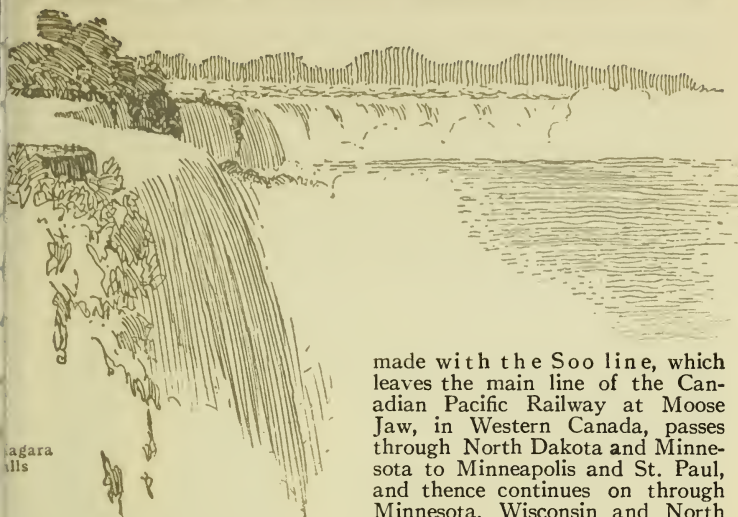
The Canadian Government lock is nine hundred feet long and sixty feet wide. It is one of the longest in the world, and was built in 1888-1895 at a cost of about \$4,000,000. Of equal interest to both citizens and visitors are the great industries of the Lake Superior Corporation. Fort Brady is a military post on the American side. Connection is here



C. P. R. Great Lakes Steamer



Elevators and Harbor, Port McNicoll



made with the Soo line, which leaves the main line of the Canadian Pacific Railway at Moose Jaw, in Western Canada, passes through North Dakota and Minnesota to Minneapolis and St. Paul, and thence continues on through Minnesota, Wisconsin and North

Michigan to Sault Ste. Marie and through Ontario to Sudbury, where it again connects with the main line of the Canadian Pacific Railway. The Duluth, South Shore & Atlantic Railway also runs here from Duluth, and connection is made with steamers for Lake Superior (South Shore), Michigan, Huron and Erie. From the "Soo" enjoyable side trips may be made to the Desbarats Islands on the north shore of Lake Huron, Mackinac, etc., and the Michipicoten gold fields on Lake Superior. At Soo the largest double leaf Bascule Bridge in the world has just been completed.

The route followed by the Canadian Pacific Railway steamers is down the St. Mary's River, through the new channel of Hay Lake and across Lake Huron and through the famous Georgian Bay with its thousands of islands to Port McNicoll, the new terminal port of the Canadian Pacific Railway Great Lakes Steamships.

Port McNicoll	<i>Alt. 580</i>
Tay	<i>" 662</i>
Fesserton	<i>" 632</i>
Coldwater	<i>" 594</i>

The large new wharves, elevators, railway buildings, etc., show the visitor that this is a newly created port. The up-to-date equipment allows the handling of traffic most expeditiously, and no money has been spared by the Company in making this

new port one of the best on the Great Lakes. Train connection for Toronto is made at steamship side and leaves as soon as passengers and baggage have been transferred.

Coldwater Junc.	<i>Alt. 632</i>
Eady	<i>" 680</i>
Carley	<i>" 753</i>
Craighurst	<i>" 837</i>
Midhurst	<i>" 765</i>
Mac	<i>" 754</i>
Utopia	<i>" 718</i>
Baxter	<i>" 726</i>
Alliston	<i>" 727</i>
Berlin	<i>" 764</i>
Tottenham	<i>" 837</i>
Palgrave	<i>" 938</i>
Cedar Mills	<i>" 916</i>
Humber	<i>" 880</i>
Bolton	<i>" 835</i>
Kleinburg	<i>" 700</i>
Elder	<i>" 629</i>
Woodbridge	<i>" 554</i>
Emery	<i>" 520</i>
Weston	<i>" 427</i>
Parkdale	<i>" 305</i>
West Toronto	

At Coldwater Junction the Sudbury-Toronto line is reached and followed through an old settled agricultural part of the counties of Peel and York. Fertile fields and fruitful orchards are seen on every hand. Alliston, Tottenham and Bolton are industrious towns of growing importance. Parkdale and West Toronto are growing suburbs of Toronto. From Toronto an interesting side trip may be made, either by rail or across Lake Ontario, to the now world-famed Niagara Falls. The Falls are divided by Goat Island, those on the U.S. being called the American Falls and those on the Canadian side the Horse Shoe, from their shape. Trips may be made either behind these mighty walls of waters or in front of them by steamer. Those with the opportunity should not miss the chance of visiting this wonder of nature.

Toronto (Union Station)—*Alt. 254. Pop. 470,144.* The capital and chief city of Ontario, and the next city to Montreal in the Dominion. It is situated on Lake Ontario and has a most complete railway system, reaching out to every important place and district in the province. It has immense manufacturing establishments, and some of the largest commercial houses in the country. The new Canadian Pacific office Building at the corner of King and Yonge Streets is one of the land marks of the city. Its educational institutions are widely known. Its people are nearly all of English, Irish or Scotch extraction, and while the city has strongly marked English characteristics, it is distinctively western in the intensity of its activity and energy. In addition to the other numerous railway lines of the Canadian Pacific and Grand Trunk companies centering here, the Northern Division of the Grand Trunk Railway System extends northward, past Lake Simcoe, to North Bay on Lake Nipissing, where it connects with the Canadian Pacific Railway's Transcontinental Line. Canadian Pacific trains run via Hamilton and Welland to Niagara Falls and Buffalo, making close connections for Rochester, Syracuse, Troy, Albany and New York. At West Toronto the London and Muskoka sections of the Canadian Pacific Railway diverge, the former extending to London and Detroit, connecting at the latter point with the Wabash Rd. for St. Louis, Chicago and other western United States points. The Muskoka section runs northward to the Great Lakes Ports and via the Muskoka Lakes and Georgian Bay route to Sudbury where it unites with the Vancouver-Montreal line.



C. P. R. Office, Toronto

Don Express
Leaside Junction—*Alt. 429* trains
run through by
way of Toronto (Union Station)
to Leaside Junction—where con-
nection is made by the line from
North Toronto.

NEW LAKE ONTARIO SHORE LINE

Whitby	<i>Alt.</i>	58	At Agincourt the new Lake Ontario Shore line from Montreal to Toronto leaves the Peterboro line, passing through a picturesque and fertile agricultural district. The most important towns passed are: Oshawa, <i>pop.</i> 9,000; Bowmanville, <i>pop.</i> 5,000, the centre for a rich farming country; Port Hope, a very pretty town of 5,000 inhabitants, possessing one of the best harbors on the lake; Cobourg, <i>pop.</i> 5,000, a popular summer resort also a busy grain exporting town; Trenton, <i>pop.</i> 4,764, seat of an extensive lumber and milling industry; Belleville, <i>pop.</i> 11,000, a thriv-
Oshawa	"	87	
Bowmanville	"	119	
Lovekin	"	119	
Port Hope	"	46	
Cobourg	"	48	
Colborne	"	34	
Brighton	"	54	
Trenton	"	..	
Belleville	"	14	
Shannonville	"	70	
Lonsdale	"	146	
Kingsford	"	214	
Roblindale		210	

Wilkinson	<i>Alt.</i> 301	ing manufactur-
Tichborne Jct.	" 400	ing town situ-
Crow Lake	" 357	ated in the Bay
Bolingbroke	" 358	of Quinte. At
Christie Lake	" 310	Tichborne Jct.
Glen Tay	" 223	the subdivision
		leading to Kings-
		ton is crossed.

From Belleville to Glen Tay many prosperous farms are passed. At Glen Tay the Peterboro line is rejoined, where a double-track line continues into Montreal.

PETERBORO LINE CONTINUED

Agincourt	<i>Alt.</i> 563	Market sta-
Locust Hill	" 667	tions for a fine
Claremont	" 886	agricultural
Glen Major	" 845	country.
Myrtle	" 888	Wheat, rye,
Burketon Junc.	" 1,057	oats, barley,
Pontypool	" 1,067	butter, cheese and fruit are largely pro-
Manvers	" 963	duced and much attention is given to
Bethany Junc.	"	cattle breeding. From Burketon Junc-
Cavan	" 645	tion, a subdivision of the Canadian Paci-

fic Railway extends to Lindsay and Bobcaygeon and the beautiful Kawartha Lakes, which are annually becoming better known as a summer resort. At Bethany Junction, near Peterboro, a branch line of the railway from Port McNicoll on Georgian Bay connects with the main line.

Peterboro'—*Alt.* 633 ft. *Pop.* 20,000. On the Otonabee River, which here falls 150 feet within a few miles, affording an immense water-power, which is utilized by many large mills and manufactories. The city is well built, and has a large trade. The surrounding country has extraordinary attractions for sportsmen and pleasure seekers. Beautiful lakes, rivers and waterfalls occur in all directions, and the fishing is especially good. The Peterboro or Rice Lake canoe, so well known to all sportsmen, is made here, and with one of them a great extent of territory may be reached from this city. Steamship and railway lines radiate in all directions.

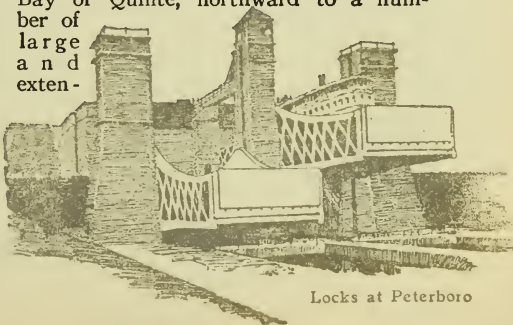
A structure worthy of note at Peterboro is the "lift lock," which can be seen from the train. By this contrivance progress of the vessel from a lower to a higher level is made by bodily lifting lock and vessel by means of powerful hydraulic machinery.

Indian River	<i>Alt.</i> 709	Passing through a fine farming country,
Norwood	" 671	of which Norwood is the market town,
Havelock	" 700	Havelock, a railway divisional point, is
Blairton	" 643	reached. The next station is Central
Central Ontario Junction	" 598	Ontario Junction, where the line crosses
Ivanhoe	" 608	the Central Ontario Railway, extending
Tweed	" 476	from Picton and Trenton, on the
Sulphide	" 654	Bay of Quinte, northward to a num-
Kaladar	" 702	ber of
Ardendale	" 617	large
Mountain Shore	" 681	and
Sharbot Lake	" 646	exten-
Maberley	" 576	
Bathurst	" 479	
Glen Tay	"	

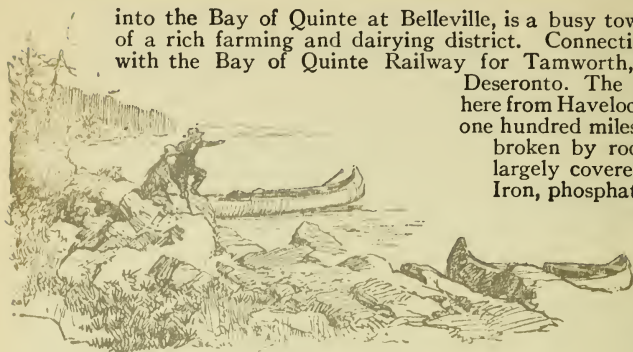
sively worked iron mines. Tweed, on the Moira River, a logging stream emptying



Portaging



Locks at Peterboro



One of a Thousand Waterways

into the Bay of Quinte at Belleville, is a busy town in the centre of a rich farming and dairying district. Connection is here made with the Bay of Quinte Railway for Tamworth, Napanee and Deseronto. The country through here from Havelock east for nearly one hundred miles is more or less broken by rocky uplifts and largely covered with timber.

Iron, phosphate, asbestos, and other valuable minerals abound. The Kingston subdivision, from Kingston on the St. Lawrence to Renfrew on the

main line of the Canadian Pacific Railway, is crossed at Sharbot Lake, a favorite resort of sportsmen, and especially noted for the good fishing it affords. Along this line are many picturesque spots. At Glen Tay the new Lake Ontario Shore line is joined.

Perth—*Alt. 433 ft. Pop. 4,600.* A prosperous town with a number of mills. Quarries of fine building stone and deposits of mineral phosphates are worked in the vicinity. The town has modern lighting and water systems.

Smiths Falls—*Alt. 423 ft. Pop. 6,557.* Junction with Ottawa and Brockville subdivision of the Canadian Pacific Railway; and at Carleton Place, 13 miles northward, with the main line of the Canadian Pacific Railway (see page 72). The town has a number of important manufactories, for which falls in the Rideau River afford ample water-power. Superior brick is made here and good building stone abounds. Excellent refreshment rooms at the station.

Merrickville	<i>Alt. 352</i>
Kempton	" 273
Mountain	" 247
Winchester	" 238
Chesterville	" 273
Finch	" 324
Avonmore	" 328
Monckland	" 298
Apple Hill	" 267
Glenroy	" 279
Green Valley	" 251
Glen Norman	" 225
Dalhousie Mills	" 225
St. Telephore	" 191
St. Polycarpe Junc.	" 177
St. Clet	
St. Lazare	

At Merrickville, a considerable manufacturing town, a fine iron bridge carries the line over the Rideau River. At Kempton, the Prescott subdivision of the Canadian Pacific Railway extends northward to Ottawa and southward to Prescott, where connection is made during summer months with the River St. Lawrence steamers, and during summer and winter by ferry with the New York Central Railroad for all important points in New York State, and at St. Polycarpe Junction the Grand Trunk Railway is crossed. From St. Polycarpe also a newly constructed line extends southwesterly to Cornwall on the St. Lawrence.

At Ste. Anne de Bellevue are the splendid buildings of the Macdonald Agricultural College. Directly under the bridge are the locks by means of which steamboats going up the Ottawa are lifted over the rapids. It was at Ste. Annes that the poet Moore wrote his memorable Canadian boat-song. There is almost continuous settlement back of Ste. Annes in a land of orchards, and a number of summer resorts on the shore of Lake St. Louis.

Vaudreuil	<i>Alt. 87</i>
Ste. Annes	" 113
Beaconsfield	<i>Alt. 108</i>
Valois	" 93
Dorval	" 88
Montreal Junc.	" 155
Westmount	" 152
Montreal	" 109

The old village of Lachine is seen at the right; and beyond it the Canadian Pacific Railway bridge across the river just above the famed Lachine Rapids. Passing Westmount, Montreal's western suburb, the run is made on the

brow of an embankment, and then on a high stone viaduct to Windsor Street Station.



C. P. R. Station at Port Arthur

Main Transcontinental Line—Continued

PORT ARTHUR TO CHALK RIVER: 745.8 Miles

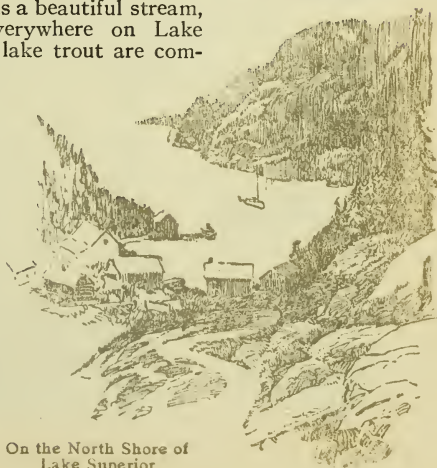
(Lake Superior Division)

Port Arthur—*Pop.* 17,000—On the west shore of Thunder Bay, an arm of Lake Superior. It has substantial buildings and hotels, is the judicial centre for district of Thunder Bay, owns its own electric railways, light, telephone and water works, and is an important business centre, with modern lumber, smelting and grain industries. It is connected with Fort William by electric railway. Port Arthur is a favorite resort for tourists during the summer months, not only the natural beauty of the surroundings being very attractive, but the fund of amusement unending, and the air clear, dry and healthful.

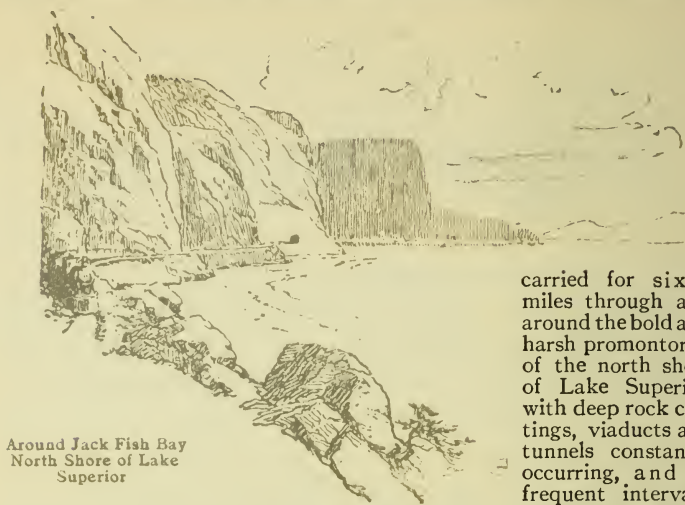
Leaving Port Arthur and skirting the rocky and picturesque line which follows the ever-changing north shore of Lake Superior, the greatest inland body of fresh water in the world, the passenger is carried by and around promontories of so startling a character that he is thoroughly engrossed in interest. Rocky ledges, fishing grounds and arable land-stretches alternate for hundreds of miles.

Mackenzie	<i>Alt.</i>	913	Eastward to Nipigon Bay are many fine fishing streams, much praised by the devotees of Izaak Walton. The constantly changing views on Nipigon Bay are charming. From Nipigon trip can be made to Lake Nipigon, the trout fishing in which has been said to be the finest in the world. The Lake with land for twenty miles around it has been set apart by the Ontario Government as a
Beck	"	957	
Loon	"	1,048	
Pearl	"	847	
Ouimet	"	743	
Hurkett	"	609	
Nipigon	"	681	

Forest Reserve. All of the streams emptying into Lake Superior contain speckled trout in plenty, and in some of the streams, Nipigon River especially, they are noted for their large size—six pounders being not uncommon. Nipigon River, which is crossed by a fine iron bridge shortly after leaving the station, is a beautiful stream, well known to sportsmen. Everywhere on Lake Superior, white-fish and the large lake trout are common. Between Gravel and Rossport some of the heaviest work on the entire line of railway occurs, and approaching Schreiber (a divisional point and refreshment station) a chain of islands separates Lake Superior from Nipigon Bay. Travellers should keep in view the great sweep around Jack Fish Bay, which is particularly fine from a scenic point of view. Jack Fish is the great coaling station for the railway on the northeast angle of Lake Superior. Until Heron Bay is reached the line is



On the North Shore of Lake Superior



Around Jack Fish Bay
North Shore of Lake
Superior

Kama	Alt. 648
Gravel	" 629
Rosspart	" 646
Schreiber	" 996

where the railway is cut out of the face of the cliffs, the lake comes into full view. No part of this wonderful scenery should be missed by the traveller. A mile from Heron Bay the Big Pie River is crossed by a high iron bridge, and from occasional rocky uplifts a level tract is found. From Round Lake the railway follows the White River to the station of the same name. At White River, in addition to buildings common to all subdivisional points, are yards for resting cattle en route from the ranches of Western Canada to Eastern and British markets.

Jack Fish	Alt. 636
Middleton	" 690
Coldwell	" 718
Heron Bay	" 714
Trudeau	" 1,045
Mobert	" 1,094
Bremner	" 1,132
White River	" 1,225
Amyot	" 1,381
Grassett	" 1,237
Swanson	" 1,221
Franz	"
Hobon	" 1,221
Lochalsh	" 1,174
Missanable	" 1,097

the many lakes and rivers is capital.

Dalton	Alt. 1,155
Wayland	" 1,432
Pardee	" 1,524
Chapleau	" 1,411
Nemegos	" 1,419
Ridout	" 1,363
Wakami	" 1,396
Woman River	" 1,438
Ramsay	" 1,397
Bisco	" 1,333
Metagama	" 1,268
Pogma	" 1,158
Stralak	" 1,350
Cartier	" 1,379
Larchwood	" 885
Chelmsford	" 888
Azilda	" 891

carried for sixty miles through and around the bold and harsh promontories of the north shore of Lake Superior, with deep rock cuttings, viaducts and tunnels constantly occurring, and at frequent intervals,

Near Missanable, where Dog Lake is crossed, a short portage connects the waters flowing southward into Lake Superior with those flowing northward into Hudson Bay. Furs are brought here from the far north for shipment. At Big Stony Portage, twelve miles south of Missanable is excellent trout fishing, and the several mines being operated about Michipicoten, near Lake Superior.

The large, clear, rock-bound lakes are in places so numerous that, with their connecting arms, they form a labyrinth of waters covering great areas and offering matchless opportunities to sportsmen and canoeists. Bear, moose and deer abound throughout this region and the fishing in

Chapleau—Pop. 2,400—is another subdivisional point, with railway workshops and is a bright railway town. Farming operations on a small scale have recently been commenced here. It is charmingly situated on Lake Kabequashesing, the waters of which flow into James Bay.

Bisco is situated on an extensive and irregular lake called Biscotasing, and has a considerable trade in furs and lumber.

Cartier is a subdivi-



sional point with the usual collection of sidings and railway structures.

East of here there are wide intervals of good agricultural land, but timber cutting is as yet the principal industry. The lands belong to the Province of Ontario and are open to settlers.

Leaving Phelan, a good view of the high falls of the Vermilion River is to be had for a moment, the scenery from Bisco to this point being particularly fine. From Sudbury (*pop.* 7,061), the next place of importance, the "Soo" subdivision leads off to Lake Huron and thence along its shore and the Ste. Marie River to Sault Ste. Marie, 179 miles, at the outlet of Lake Superior, where a new immense iron bridge affords connection with two American railway lines, one extending to Duluth and the other to St. Paul and Minneapolis, and thence on through Minnesota and North Dakota to Moose Jaw, on the Main Transcontinental Line of the Canadian Pacific Railway.

Sudbury—*Alt.* 855. Sudbury is the point where the main lines of the Canadian Pacific Railway Company diverge for Toronto and Montreal.

WINNIPEG AND TORONTO

(See page 55 for description of Winnipeg.)
Winnipeg *Alt.* 761 The Winnipeg-Toronto service, via the
Kenora " 1,082 Toronto-Sudbury subdivision furnishes an
 excellent service between the "Gate City"

and "Queen City" as they are called. The Transcontinental line is followed from Winnipeg through eastern Manitoba and New Ontario and around the north shore of Lake Superior to Romford,

seven miles east of Sudbury, in the
Fort William *Alt.* 607 great nickel mining country. (For
Port Arthur " 613 full description of transcontinental line,
Sudbury " 855 see pages 55 to 66.)
Romford Jct. " 843

From Romford Junction the line runs south-easterly to Toronto through the park region of the Parry Sound and Muskoka districts, which are becoming the summer homes of many, and the favorite resort for anglers and hunters. Passing through a land of rock,

which bears the
French *Alt.* 629 unmistakable
Pickeral Landing " 624 marks of glacial
 action, the French
 and Pickeral rivers, which carry the
 outflow from Lake Nipissing to Georgian
 Bay, are crossed on huge structures, on
 the former river being a bridge with a
 span of 415 feet.

Byng Inlet—*Alt.* 623 ft., *pop.* 1,700—

which is located in an arm
 of the Georgian Bay, possesses a magni-
 ficent harbor. This is one of the
 centres of timbering
 operations, which are here, as
 elsewhere along this new line, car-
 ried on extensive-
 ly. The scenic
 delights of the
 region are almost
 continuous, but
 at Point au Baril
 nature seems to

Point au Baril *Alt. 642* have donned her prettiest costume. From here views of the great Georgian Bay archipelago—*island after island to the number of 30,000, and varying in size from a mere speck to those of many acres—are to be seen from the car window, and nearing Parry Sound the archipelago again bursts into view. The road skirts the shores of this wonderful water for several miles.*

Parry Sound—*Alt. 686*—is a thriving town of 4,000 population, and is the centre of lumbering activity. The railway does not enter the town, but clinging to the highlands crosses over it on a steel viaduct 1700 feet long and 120 feet above the Seguin Valley.

Beyond Parry Sound there is a region of rock and water and trees which make a delightful combination, and at Muskoka, a divisional point, the gateway to Lake Joseph, one of the largest of the famed Muskoka Lakes, is reached. Gordon Creek is another pleasant piece of summer land.

Bala (Falls) *Alt. 755* On island-dotted Bala Bay is the southern gateway of the Muskoka district, and one of the famous beauty spots of this portion of Canada. The falls near the railway track make a pretty water scene. From Bala all parts of the region, which is the summer home of many thousands of Americans and Canadians, are easily accessible by the splendid steamers of the Muskoka Lakes Navigation and Hotel Company. The

Severn Falls *Alt. 688* Severn River is the southern boundary of this great summer land, and after crossing it the agricultural part of Old Ontario is entered. At Coldwater Junction the line crosses the road being

Coldwater Junction *Alt. 632* built by the C. P. Ry. from Victoria
Alliston " *727* Harbor to Peterboro, east of Toronto, and which is destined to become one of the great grain carrying routes from the west.

Bolton—*Alt. 848.* At Bolton the line joins the road running from Owen Sound and which forms part of the Upper Lake route. From here the run is through an old settled farming section, and along the line are a number of pleasantly placed towns and manufacturing centres, like Wood-

West Toronto *Alt. 394* bridge, Weston, West Toronto and Parkdale, the latter two of which are practically part of the City of Toronto.
Parkdale " *305*
Toronto " *254* Toronto (see page 62)

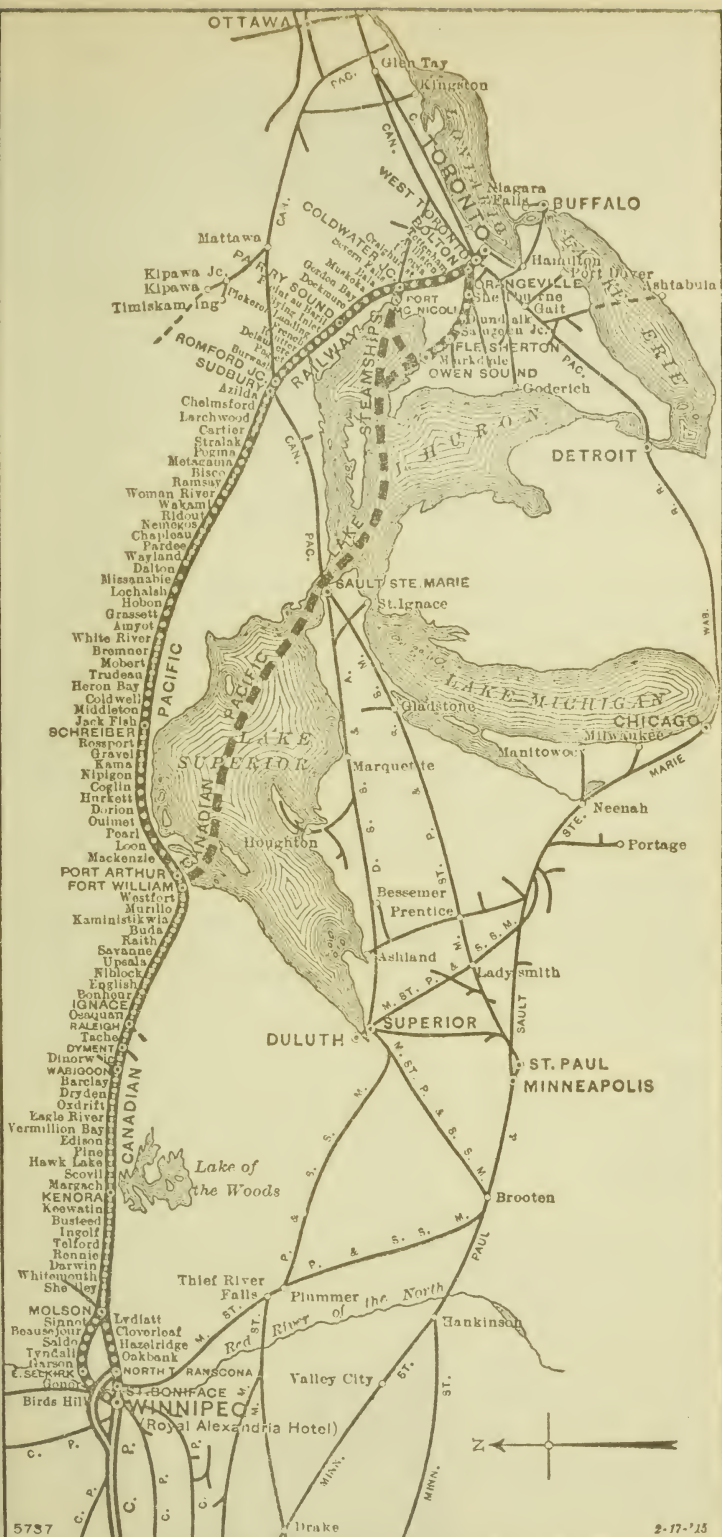
MAIN LINE FROM SUDBURY—Continued

Sudbury	<i>Alt. 855</i>	Within a few miles of Sudbury,
Coniston	" <i>820</i>	and reached by two
Romford Junction	" <i>841</i>	short lines of railway,
Wanapitell	" <i>799</i>	are the most exten-
Markstay	" <i>688</i>	sive copper and
Warren	" <i>689</i>	nickel deposits
Verner	" <i>672</i>	known in the world,
Cache Bay	" <i>653</i>	and the vicinity has
Sturgeon Falls	" <i>687</i>	also, in the Moose
Meadowside	" <i>664</i>	Mountain range, the
Beauceage	" <i>664</i>	largest iron range in

Canada. Large quantities of the ores have been shipped from the mines, and a number of smelting furnaces are in operation near Sudbury, reducing the ores on the spot.



A
Big
Catch



2-17-'15

Indicates Double Track

LAKE AND RAIL ROUTE, WINNIPEG TO TORONTO VIA SUDBURY



On the shores of Lady Evelyn Lake

North Bay—Alt. 660.

Pop. 10,400. The capital town of Nipissing District, situated on Lake Nipissing, an extensive and beautiful sheet of water, 90 miles long and 20 wide, with forest-clad shores and islands. Small steamers ply on the lake, and the district is much frequented by sportsmen. North Bay is a railway divisional point, with repair shops, etc. The Ontario Government Railway,

known as the Timiskaming and Northern Ontario Railway, runs from here to Cobalt, Cochrane, etc., in the Timiskaming country. This railway has been materially assisted in its traffic by some famous mineral discoveries made along this line, the chief being the Cobalt silver mines. From Lake Nipissing the railway traverses a somewhat wild and broken country with frequent lakes and rapid streams. Fishing and shooting are excellent. Little villages surrounding saw-mills continue to occur and newly-made farms are not infrequent. There is plenty of good land near by, but the railway here, as in other places, follows the streams and the "breaks" in the country, and the best is not seen from the car windows.

Nearing Sturgeon Falls the railway crosses directly over the falls of the Sturgeon River. Sturgeon Falls is a thriving village with a saw-mill and several churches.

Bonfield, formerly called Callander, was originally intended as the Eastern terminus of the Canadian Pacific Railway, to which connecting roads would run, but with the change of control from Government to Company, the transcontinental line was extended to Montreal.

At Mattawa the line strikes the Ottawa River, which for many miles is the dividing line between the Provinces of Ontario and Quebec.

Cliffe	<i>Alt. 699</i>
Corbeil	<i>" 734</i>
Nosbonsing	<i>" 785</i>
Bonfield	<i>" 784</i>
Rutherglen	<i>" 789</i>
Eau Claire	<i>" 591</i>
Mattawa	<i>" 563</i>

Mattawa (*pop. 1,673*) is an old fur-trading post of the Hudson's Bay Company, but at present of most importance as a distributing point for the lumbering districts and agricultural country about Lake Timiskaming. From this point a subdivision runs up to Timiskaming and Kipawa, from each of which famous fishing and hunting grounds may easily be reached. At Timis-

kaming there is steamer connection from Haileybury, from which place canoes and guides can be procured, and an endless series of trips, unsurpassed anywhere, can be made, including those to the peerless Timagami district. From Kipawa, exploration of the beautiful lake of the same name furnishes an ideal holiday. Those who love the wild will find their every desire satisfied in this part of the country, game and fish being in plenty, and the comforts of civilization not too far



Return from the Moose Hunt

Klock	<i>Alt.</i> 530
Deux Rivieres	" 518
Bissett	" 556
Adelard	" 561
Stonecliff	" 476
Mackey	" 431
Moorlake	" 665
Wylle	" 528
Chalk River	" 523

off. It is also a favorite centre for moose hunters, and with good reason. Guides and supplies may always be obtained here. An attractive point for tourists is Lake Timiskaming, and no more enjoyable canoeing can be imagined than in exploration of these waters, which abound in fish, as the country does in game. To the south of the railway is Algonquin Park, established by the Ontario Government as a forest and game preserve.

CHALK RIVER AND MONTREAL: 242 Miles (Eastern Division)

Chalk River—*Alt.* 523—is a divisional point, with an engine house and the usual railway buildings and appurtenances. From Mattawa to Pembroke the railway continues along the west bank of the Ottawa, whose valley narrows and the Ottawa flows deeply between the increasing hills. Little towns are growing up around the saw-mills, which occur wherever water-power is to be had.

Pembroke (*pop.* 6,500) is the most important town on this section of the line, having many substantial industries and commanding a large part of the trade of the lumbering districts towards the north. The

Thistle	<i>Alt.</i> 508	Ottawa river is again navigable for a considerable distance above and below, and steamboats are frequently seen. From Renfrew (<i>pop.</i> 3,500) a subdivision runs to Eganville, and it is also the junction of the Kingston & Pembroke Railway, extending southward through a district
Petewawa	" 465	
Stafford	" 474	
Pembroke	" 381	

abounding in iron, to Kingston, on the St. Lawrence. Arnprior (*pop.* 4,395) and Pakenham (*pop.* 2,200) are also important manufacturing points, lumber milling being a large industry.

Meath	<i>Alt.</i> 417	Proceeding to Carleton Place the line follows the beautiful Ottawa Valley, which, from Pembroke south-easterly, is well cultivated by English, Scotch and German farmers. Large clear streams come rushing down to the Ottawa from the hills at the west, and these and the Ottawa as well, afford fine fish-
Snake River	" 424	
Cobden	" 476	
Haley's	" 530	
Renfrew	" 417	
Russell	" 416	
Castleford	" 264	

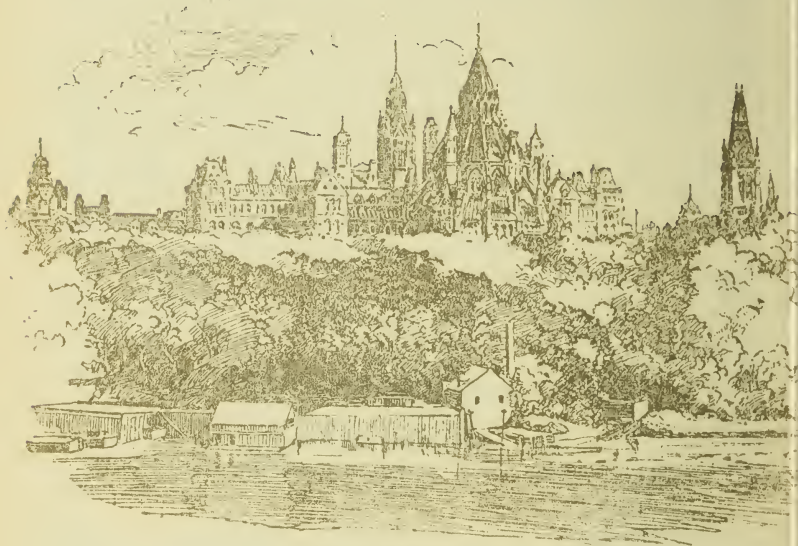


Lumbering on the Ottawa River

Sand Point	<i>Alt.</i> 265	ing—Maskinonge, trout and bass being
Braeside	" 279	common. There are frequent bright and
Arnprior	" 299	busy manufacturing towns, and saw-mills
Pakenham	" 323	occur at favorable places all along the river.
Sneddon	" 379	At Almonte (<i>pop.</i> 2,500), are large woollen
Almonte	" 397	mills and other manufactories.

Carleton Place (Junction)—*Alt.* 448. *Pop.* 3,900. Junction of a subdivision running south to Brockville on the St. Lawrence River, crossing the Montreal and Toronto Line at Smiths Falls. At Carleton Place are large saw-mills, railway and other workshops. Nearing Ottawa the railway follows the south bank of the Ottawa River for a distance, and on its wide stretches may be seen enormous quantities of saw-logs held in "booms" for the use of the mills below.

Ottawa (Broad Street)—*Alt.* 214.—*Pop.* 100,000. Capital of the Dominion. Picturesquely situated at the junction of the Rideau River with the Ottawa. The Chaudiere Falls, which here in-



Parliament Buildings, Ottawa

interrupt the navigation of the Ottawa River, afford water power for a host of saw-mills and other manufactories. Vast quantities of lumber are made here from logs floated down from the Ottawa River and its tributaries. The city stands on high ground overlooking a wide valley, and contains many fine residences, the Royal Mint, the Victoria Museum, large hotels, etc. The stately Government buildings overshadow all. Rideau Hall, the residence of the Governor-General, is within the city limits. Many improvements have been made in Ottawa at the cost of the Federal Government, and it is now held to be worthy of the title "The Washington of the North," and visitors agree that the title is not inapt. The driveways in and about Ottawa are unexcelled. Indeed it has been said to be the most picturesque Capital in the world. Ottawa possesses charms of situation and surroundings which, coupled with the foresight which has characterized the laying out of the city, have made it one of which not only every citizen, but also every Canadian, may well be proud. A subdivision of the Canadian Pacific Railway extends southward to Prescott on the St. Lawrence, where ferry connection is made with Ogdensburg, N.Y., and rail lines to New York.

Leaving Ottawa the main line crosses a long iron bridge, from which a fine view of the Chaudiere Falls is obtained, and enters Hull (*pop.*

20,500) in the Province of Quebec, and then recrosses the Ottawa River by the Alexandra bridge to the Sparks St. Station in the heart of Ottawa. From the line of railway may be seen the matchless lumber plants of this busy annex to the Capital of the Dominion, comprising saw-mills, and match and box factories of considerable magnitude, whose products find their way to foreign as well as domestic markets. Subdivisions of the Canadian Pacific Railway extend in a westward direction to Waltham, and up the Gatineau Valley to Maniwaki. These two subdivisions bring the great sporting facilities of the Gatineau within easy reach of the city dweller.

Ottawa Alt. 214
(Sparks St.)

Navan " 239

Leonard " 272

Hammond "

Bourget "

From the Sparks Street Station the line follows the banks of the Rideau Canal which, with the Rideau River and Lakes connects the Capital with the City of Kingston at the foot of Lake Ontario, and crossing the Rideau River runs south-easterly past a number of small but thriving towns which have been created by the construction of the Short Line between Ottawa and Montreal. Caledonia Springs is a favorite health resort, on account of the medicinal properties of its waters, a fact which has led the

Plantagenet Alt. 171

Alfred " 178

Caledonia Springs " 168

Vankleek " 272

St. Eugene " 181

Rigaud " 104

Canadian Pacific Railway to operate here one of its magnificent chain of hotels. Vankleek is the first important town on the line, and nine miles beyond it is the flourishing French Canadian town of St. Eugene. Shortly after leaving St. Eugene, the

Province of Quebec—which here extends beyond the Ottawa River—is entered. To the right of Rigaud is the Rigaud Mountain, an eminence near whose summit is a curious deposit of small rounded boulders, covering an acre or two—a bare, desolate spot surrounded by luxurious vegetation—to which legend gives the name of the Devil's Playground. The Lake of the Two Mountains—an expansion of the Ottawa River—is reached shortly after leaving Rigaud, and its margin skirted for over ten miles. The pretty watering-places of Hudson Heights, Hudson and Como, where many Montrealers spend the summer months, are passed.

Hudson Alt. 92

Como " 97

Vaudreuil " 85

Ste. Annes " 116

On the opposite shore of the Lake is the Trappist Monastery, whose silent inmates divide their time between their religious duties and the cultivation of the soil. Vaudreuil is a picturesquely placed village at the most westerly of the five mouths of the Ottawa River which empty into the St. Lawrence. Ste. Anne de Bellevue (*pop.* 2,000) occupied a prominent place in the early history of Canada, and at one time there were efforts put forth to give it greater commercial importance than the Montreal of that day. Here are the splendid buildings of the Macdonald Agricultural College. The village is prettily situated and the scenery is beautiful. Ste. Anne was once the home of the poet Moore, and is the scene of his memorable boat song. There is almost continuous settlement back of Ste. Anne in a land of orchards, and a number of summer resorts on Lake St. Louis, a widening of the St.

Lawrence River, are passed in rapid succession. Just before reaching Montreal Junction (five miles from Montreal) the old village of Lachine is seen to the right; and above the trees further to the right a view is had of the great steel bridge built by the Canadian Pacific Railway Company across the St. Lawrence.



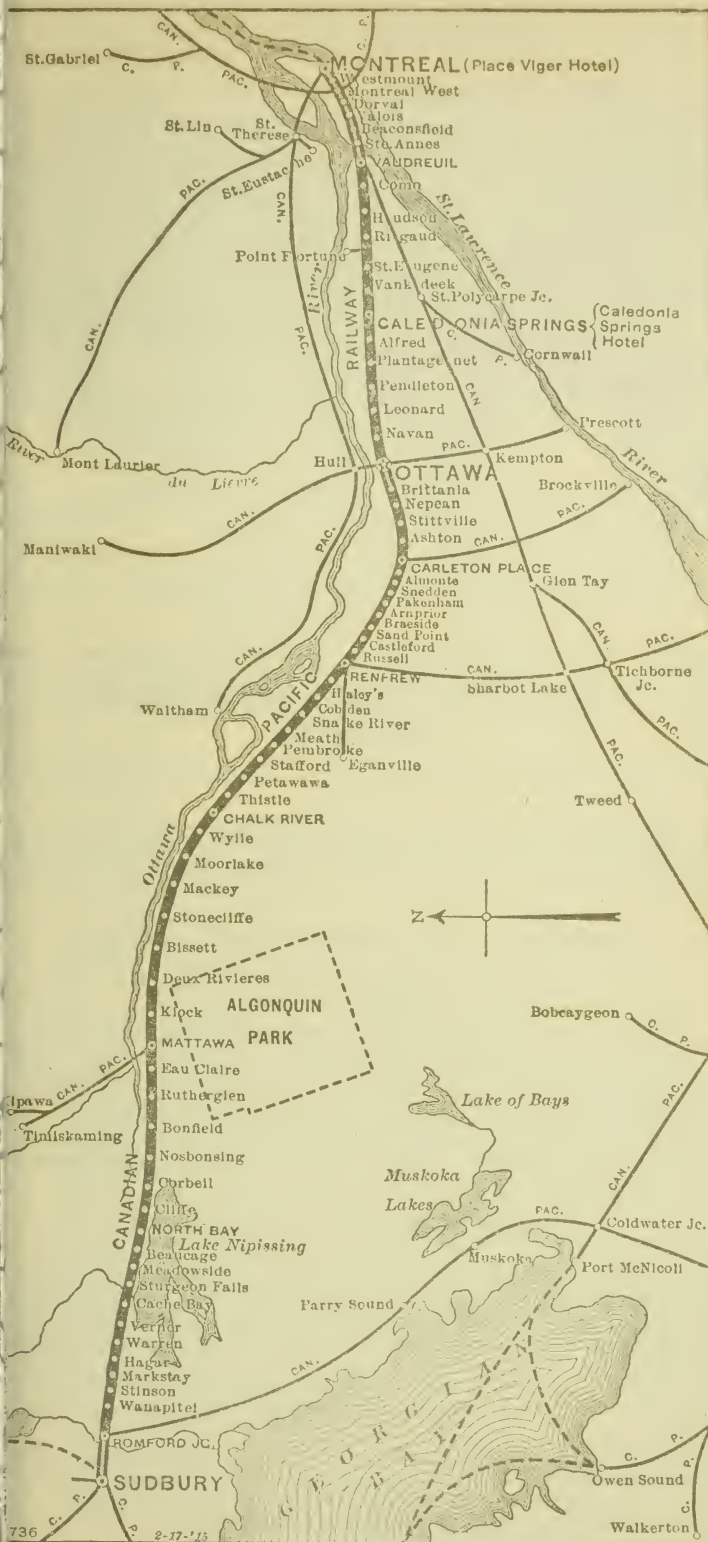
Caledonia Springs Hotel

Beaconsfield *Alt.* 108 Lachine was for a long time the point of
Valois " 93 departure of the early trading military
Dorval " 83 expeditions; and it was from here that
 Duquesne set out in 1754 to seize the
 Ohio Valley—an expedition that culminated in the defeat of
 Braddock.

Montreal West—*Alt.* 155.—This is the point of junction for trains from and to the Maritime Provinces, New York, Boston, Portland, and all trains to the West. The neighborhood is remarkable for its apple orchards, the world-renowned Fameuse being grown here to perfection, and the line from this point to Montreal crosses all streets and residential parts on overhead bridges.

Westmount—*Alt.* 152.—Montreal's fashionable suburb on its western limits.

Montreal—(Windsor Street Station). *Alt.* 109 ft. *Pop.* (with suburbs) 672,717. The chief city and commercial capital of Canada is situated on an island formed by the St. Lawrence and Ottawa Rivers, and on the site of the ancient Indian village of Hochelaga, visited by Jacques Cartier in 1535. A trading-post was established here by the French 250 years ago; and this was the last place yielded by the French to the British in 1760. For many years it was the chief centre of the fur trade. Atlantic steamships of the Canadian Pacific, Allan, Donaldson, Canadian Northern, White Star-Dominion, and other well-known lines run here. The St. Lawrence River and canals bring this way much of the trade of the Great Lakes. Recently the city gained prominence by being the location of the largest floating dry-dock in the world. Numerous railway lines, mostly controlled by the Canadian Pacific and Grand Trunk Companies, radiate from here in all directions. Both these companies have their principal offices and workshops here, and both have great bridges over the St. Lawrence River. The city has a far-reaching trade, and great manufacturing establishments; has seven miles of fine wharves of masonry, vast warehouses and grain elevators; imposing public buildings, handsome residences and superior hotels, one of the best of which is the Place Viger Hotel, which is connected with the C. P. R.'s new Place Viger Station, and is operated by the Company. The Canadian Pacific's other station, the Windsor, is the largest building of its kind in Canada. It is a huge grey stone structure, built on the most modern lines and equipped with every facility for the operation of the railway and the comfort of the public. Here are located the head offices of the Company. From the Windsor Street Station trains leave for Toronto, Detroit, Chicago, St. John, N.B., Halifax, New York, Boston, Portland, Sault Ste. Marie, Duluth, St. Paul, Minneapolis, Winnipeg and Vancouver; and for Ottawa by the Short Line. From the Place Viger Station trains run to Ottawa by the North Shore Line, to Quebec, Mont Laurier in the Laurentian Mountains, and local points. In Montreal are the Angus Shops of the Canadian Pacific where the Company builds and maintains a great proportion of its rolling stock. These shops cover an area of 200 acres and are claimed to be the largest and most modernly equipped shops on the continent. Connected with them are a free school for apprentices, a library, lunch rooms, where good meals can be obtained at reasonable prices, a fire brigade, police force, ambulance corps, an athletic association and many other features of a similar nature, all fostered by the railway for the purpose of furthering the welfare of its employees. These shops employ over six thousand men and turn out a complete new train every working day. Visitors with time to spare should make a point of visiting the historic old Chateau de Ramesay, which was for a great many years the residence of the former Governor-Generals of Canada. The place reeks with tradition, and many interesting old relics can be seen of days gone by. It was here that Franklin set up his first printing press. The Montreal Art Gallery, The McGill College, and Mount Royal Park from which a view of the entire city can be had, are other points of interest.



SUDBURY TO MONTREAL



Concourse, Windsor Street Station, Montreal

CONNECTING ROUTES FROM AND TO MONTREAL

Montreal is but a day's or a night's ride to the principal cities of the United States on the North Atlantic seaboard—New York, Boston and Portland, Me.—and there is a choice of several routes to the first-named place.

MONTREAL AND NEW YORK: 384 miles

Adirondack Route, via N. Y. Central

ROUTE I.—Is by the New York Central from the Windsor Street Station, crossing the St. Lawrence River on the Canadian Pacific Bridge above the Lachine Rapids, and thence through the Adirondacks, passing attractive summer resorts (Loon Lake, Paul Smith's, Saranac Lake, etc.), to Utica and Albany, and thence down the east bank of the Hudson River to New York. This trip may be pleasantly varied in summer by taking the steamer in the morning from Albany down the Hudson to New York.

Rutland Route, via Troy and Rutland

ROUTE II.—Is by the Rutland Railroad from the Windsor St. Station over the lines of the Canadian Pacific Railway to Iversville Junction, thence across the islands and along the eastern shore of Lake Champlain, finally running into New York over the tracks of the New York Central Railroad from Troy.

D. & H. Route, via Troy and Saratoga

ROUTE III.—Is by the Delaware & Hudson Rd., via the west shore of Lake Champlain to Troy, and thence New York Central. This route can be varied in summer via steamer through Lakes Champlain and George at an expenditure of about 12 hours' time, and slight additional cost in price of ticket.

MONTREAL AND BOSTON: 341 miles**Via Montreal & Boston Air Line**

**Montreal
Newport
Plymouth
Boston**

There is a through service by Canadian Pacific trains. The route traverses the most fertile section of the English settled part of Southern Quebec, crosses the international boundary at Newport, Vt., touches Lake Memphremagog, runs through the picturesque valley of Northern Vermont, with the Green Mountains in view, and skirting the

White Mountains of New Hampshire, passes through the most interesting parts of New England.

MONTREAL AND PORTLAND, ME.: 286 miles**Via White Mountains**

**Montreal
Newport
St. Johnsbury
Fabyan**

The same route as above is followed to St. Johnsbury, Vt., where connection is made with Maine Central trains to Portland. From St. Johnsbury, the line penetrates the White Mountains, passing Lunenburg, Fabyan, the Crawford Notch and North Conway, thence through Southern Maine to Portland.

Portland

During the summer months through sleeping and parlor cars are run between Montreal, Portland, Old Orchard Beach and Kennebunkport.



C. P. R. Headquarters, Windsor Street Station, Montreal

MONTREAL AND HALIFAX: 757 miles Via Short Line

Montreal—(Windsor Street)

—From Montreal the train runs on an elevated embankment to Montreal West, the point of divergence for lines north, west and south, and crossing the Lachine Canal, reaches the south bank of the St. Lawrence just above the Lachine Rapids, by a wonderful steel bridge. This bridge, which is one of the largest in America, was considered at the time of building to be of sufficient size and strength to carry the Company's traffic for some years to come. Recently, however, so rapidly has the traffic over this part of the line increased that the Canadian Pacific has found it necessary to double-track the structure. These operations, costing over two million dollars, were carried on without interfering in the slightest degree with the passing of trains. The old structure has been removed and replaced with one twice as wide and over four times as heavy. To the right of the bridge is the Indian village of Caughnawaga. St. Johns (*pop.* 8,000) is a prettily located prosperous town, and

across the Richelieu River is Iberville, and a little further on, Iberville Junction, from which a railway runs to St. Hyacinthe and Sorel on the St. Lawrence. The Stanbridge and St. Guillaume subdivision of the Canadian Pacific Railway is crossed at Farnham (*pop.* 3,927), which is a railway subdivisional point with the usual collection of buildings common to such places. At Brigham Junction the Montreal and Boston Air Line diverges for the White Mountains and Boston. At Eastman Junction the Orford subdivision diverges northward to Windsor Mills and southward to Mansonville. At Foster the Drummondville subdivision of the Canadian Pacific Railway is crossed.



The Haunt
of Big Fish

Westmount	<i>Alt.</i> 152
Montreal Junction	" 155
Highlands	" 117
Adirondack Junc.	" 98
St. Constant	" 94
St. Philippe	" 117
L'Acadie	" 131
St. Johns	" 161
Iberville	" 111
Iberville Junction	" 115
Ste. Brigide	" 165
Farnham	" 192
Brigham Junction	" 269
Adamsville	"
West Shefford	" 430
Fulford	" 583
Foster	" 697
South Stukely	" 837
Eastman Junction	" 910
Eastman	" 911

Magog *Alt. 689*
Rock Forest " *701*

Magog (*pop. 3,600*) is situated upon the shore of Lake Memphremagog—a magnificent sheet of water dotted with many islands and surrounded by rugged, heavily wooded hills. This lake is a justly popular resort for summer tourists who never weary of its lovely scenery. Its two famous mountains—Orford and Owl's

Head—are the most imposing of the neighboring heights. From Magog Station a steamer makes a circuit of the lake daily during the summer season, touching at all important points, including the fashionable resort of Newport, Vt., at the southern extremity.

Sherbrooke	<i>Alt. 604</i>
Lennoxville	" <i>493</i>
Johnville	" <i>852</i>
Bulwer	" <i>930</i>
Birchton	" <i>971</i>
Cookshire	" <i>684</i>
Bury	" <i>1,065</i>
Scotstown	" <i>1,193</i>
Milan	" <i>1,646</i>
Spring Hill, Que.	" <i>1,690</i>
Megantic	" <i>1,314</i>
Ditchfield	" <i>1,476</i>
Boundary	" <i>1,849</i>

running south to the summer resort of Newport, Vt., situated at the southern end of Lake Memphremagog, where it connects with the

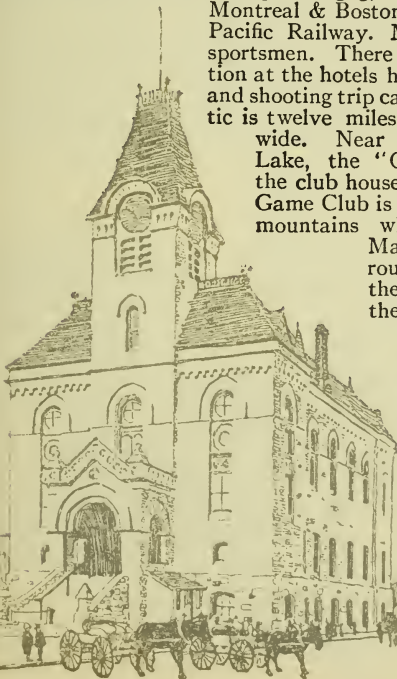
Montreal & Boston Air Line of the Canadian Pacific Railway. Megantic is a rare spot for sportsmen. There is fairly good accommodation at the hotels here, and guides for a fishing and shooting trip can be secured. Lake Megantic is twelve miles long by from one to four wide. Near Lake Megantic is Spider Lake, the "Geneva of Canada," where the club house of the Megantic Fish and Game Club is located. At Boundary the mountains which divide Quebec from Maine are passed, and the route lies for 200 miles through the most picturesque part of the Pine Tree State.

Lowelltown	<i>Alt. 1,605</i>
Holeb	" <i>1,253</i>
Jackman	" <i>1,228</i>
Long Pond	" <i>1,181</i>
Mackamp	" <i>1,176</i>
Tarratine	" <i>1,116</i>
Somerset Junc.	" <i>1,000</i>
Moosehead	" <i>1,041</i>
Greenville Junc.	" <i>1,059</i>

From Jackman the Moose River and its chain of lakes are easily reached,



Station and Hotel, McAdam Jct., N.B.



Market and Church at Fredericton, N.B.

where game and fish are abundant. Long Lake is a water of this chain. Near Tarratine station the Kennebec River leaves Moosehead Lake, a magnificent water stretch, forty miles long and from one to fifteen miles broad. The scenery along the lake is charming. Moosehead is a small station on the lake shore, and Greenville Junction (*pop.* 1,700) is a busy little town also on the lake, and is a very popular point with those who love the rod and rifle, as within easy reach are any number of trout waters and rare good shooting grounds, moose, caribou, deer, bear, grouse, etc., being found within short distance. There are several hotels that offer excellent accommodation, and guides, canoes, etc., can be obtained on the spot. From Greenville station steamers run to all the points of interest, including Mount Kineo and the popular hotel at its base, the Kineo House. Near Wilson stream the road runs close to the base of the Boarstone Mountains. At Brownville Junction the line of the Katahdin Iron Works Railway is crossed.

Onawa	<i>Alt.</i> 637
Brownville Junc.	" 389
Lake View	" 460
Seboois	" 196
Mattawamkeag	" 223

The scenery along this section of the line is considered to rank amongst the finest in Maine, Lake Onawa being perhaps as pretty as any of the numerous waters. The Penobscot River is crossed at Mattawamkeag, and many canoeists make

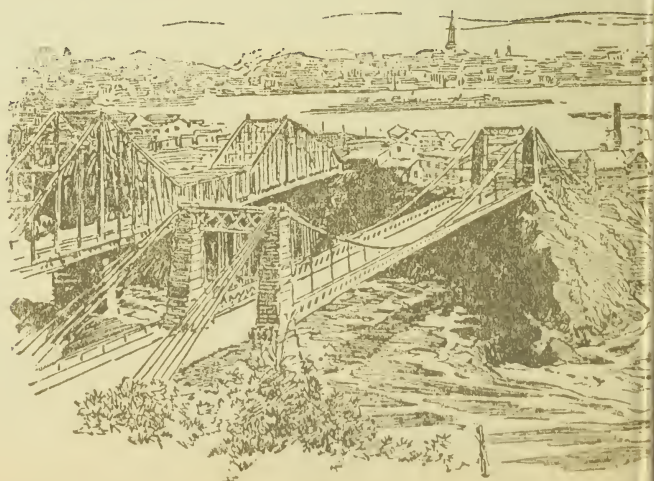
this station their objective point, descending the river from Moosehead Lake, a trip that offers great inducements in the way of fishing and scenery.

Kingman	<i>Alt.</i> 325
Bancroft	" 334
Danforth	" 380
Eaton	" 400
Forest	" 435
Lambert Lake	" 417

These are comparatively new and very prosperous villages. The country is wild and rugged, and intersected by streams and lakes—a good territory for the sportsman. Guides are usually obtainable, and if the time can be found a stop-over is made worth while during the season by countless opportunities at some fine game.

Vanceboro—*Alt.* 387.—The last station before crossing the boundary between the State of Maine and New Brunswick. It lies close to the beautiful St. Croix River, the outlet of the boundary chain of lakes, and is an excellent point for the angler and hunter.

Entering New Brunswick, the first stop is made at McAdam Junction, where connections are made for Woodstock, N.B., Houlton, Me., and Presque Isle, Me., Edmundston to the north, and for St. Stephen, N.B., and the beautiful watering place, St. Andrews, N.B., to the south. St. Andrews is situated on Passamaquoddy Bay, and for beauty of environment is not surpassed by any point on that portion of



Reversible Falls, St. John, N. B.

McAdam Junc.	<i>Alt.</i> 445
Magaguadavic	" 391
Harvey	" 491
Fredericton Junc.	" 71
Hoyt	" 60
Welsford	" 77
Westfield Beach	" 22
Fairville	" 23

Falls present to the traveller a remarkable tidal phenomenon. The Bay of Fundy is skirted to St. John, the loyalist city.

St. John, N.B.—*Alt.* 15.—
Pop. 60,000.

The city of St. John was destroyed by fire in June, 1877, causing a loss of between \$20,000,000 and \$30,000,000. From its ashes has arisen a bright progressive city, with nothing to-day to indicate the awful calamity which then befell it. Old St. John, with all her romantic



Acadian Simplicity

tokens of French rule and Acadian simplicity, is lost, but new St. John fills her place admirably, and is now a busy modern centre. St. John is a maritime city—the winter port for the Atlantic steamers. An inspection of the docks and different craft is always of special interest to a visitor. At present the Dominion Government is making large extensions to the harbor, there being under construction new deep water docks which will provide berths for twenty-four ocean liners of the largest type. An immense new dry-dock, which will be the largest in the world, is also being built, and altogether the outlay will amount to about \$25,000,000. In the new harbor twenty-three wharves are to be built, from 900 feet in length upwards. The Canadian Pacific has just completed a million dollar grain elevator, and many important manufacturers have recently established large plants and warehouses in this progressive city. The St. John River, "the Rhine of America," with its wonderful "reversible cataract," should be seen by every visitor; also the fine suspension bridge and railway cantilever bridge near the falls. Close to the city, on the Kennebecasis River, is one of the finest rowing courses in the world. A trip up the St. John River to Fredericton by steamer will reveal all the changing beauties of that stream. Steamers ply every week day between St. John and Digby, where connection is made with the Dominion Atlantic Railway for Halifax and Yarmouth, this being a favorite route between the chief cities of the two provinces, the railway traversing the land of national and romantic associations, the matchless Annapolis Valley, the scene of many a stirring incident in olden days, and famed the world over as the home of Longfellow's Evangeline. The Eastern Steamship Co.'s Line gives connection with Eastport, Me., Portland and Boston. Good trout fishing and shooting can be had near the city.

Hampton	<i>Alt.</i> 27
Sussex	" 69
Petitcodiac	" 100
Salisbury	" 102

The train traverses the lovely Kennebecasis Valley, in which are some of the finest New Brunswick farms. In the immediate

vicinity of St. John are attractive watering places. The scenery is soft and pleasing—the rounding hills and abrupt heights forming pictures that delight the eye. To the east and south are many small lakes in which trout are abundant. Sussex and Hampton are pretty little towns. The Petiscodiac River is followed for some distance to Moncton. An interesting feature of the river is the “Bore” of the incoming tide, when the water rushes up with great force in a huge wave, often several feet high, that fills the empty riverbed.

Moncton—*Alt. 50. Pop. 11,329*—situated on a bend of the Petiscodiac River. It is the headquarters of the Intercolonial Railway System, the chief offices and workshops of which are located here. It has many important industries, including a cotton mill, foundry and wood-working and clothing factories.

Painsec Junction	<i>Alt.</i>
Sackville	“ 26
Amherst	“ 63
Spring Hill Junc.	“ 199
Oxford Junction	“ 94
Londonderry	“ 334

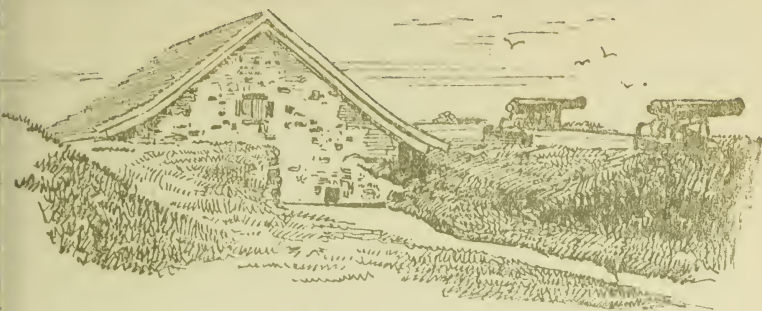
Hunting grounds abound within a radius of a few miles and sportsmen usually outfit here for an expedition into the wilds of northern New Brunswick. From Painsec Junction a branch line extends to Point Du Chene, connecting with steamers for Summerside, Prince Edward Island. Sackville has

a fine college and Methodist academies, and is situated in a choice



The Haunts of the Moose

grazing country. Railway connection is made with Cape Tormentine, from which Prince Edward Island is reached. Just beyond Sackville the Province of Nova Scotia is entered. The remains of Fort Cumberland are of historic interest as the scene of hard-fought battles in the early days between the English and French. Amherst (*pop. 10,000*) is a manufacturing town with several good hotels. Shooting and fishing are both fair, the game comprising moose, geese and duck, and salmon trout are plentiful in the lakes. Near Spring Hill are important coal mines, and from here a branch line extends to the watering place of Parrsboro on Minas basin. From Oxford Junction a branch runs to Pugwash and to Pictou, and Oxford has extensive factories, a profitable industry being the manufacture of the celebrated Oxford cloths. The Acadian Iron Works are three miles from Londonderry, a branch line extending to them.



Annapolis Royal

THE LAND OF EVANGELINE

The pretty college-town of Wolfville, embowered in orchards, and reached after a seventy-mile rail journey through that wonderful "Apple Empire" of Canada, the Annapolis Valley, is the headquarters of visitors to the Land of Evangeline. It occupies the western slope of the fertile ridge dividing the valley of the Gaspereau from the valley of the Cornwallis. As Charles G. D. Roberts graphically pictures it:—"Before the windows of Wolfville unrolls a superb view—marshes of pale green, reclaimed from the sea by the spades of old-time Acadian farmers; sharp strips of red or orange-tawny flats, where the retreating tide has left the beach uncovered; to the left front a well-grouped cluster of white cottages, spires and masts about a bridge—the shipping village of Port Williams; the long low lines of green upland outstretching from either side to almost the centre of the picture—the delicious summer retreats of Starr's Point and Long Island; between them and beyond, away to the far blue barrier of the Parrsboro shore, the restless waters of Minas Basin, yellow in the foreground, but in the distance purple, sapphire, green, or silver, as changing hour and changing sky may decree; and in the middle distance, dominating all the scene with its mass of sombre indigo, the majestic bastion of Blomidon out-thrust against the tides. These are effects of full daylight; but by the aerial magic of sunrise (too seldom seen!) and the voluptuous sorcery of sunset such transformations are wrought as make the scene an ever-changing realm of faery."

Three miles distant, to the east, is Grand Pré itself, now a rich but scattered farming settlement. It is on the line of the Dominion Atlantic, and travellers who are passing through obtain from the car windows a good view of the scene of the Great Banishment. There are the storied meadows, and there, close to the station, are willows planted by Acadian hands. On the slope behind the station are gnarled French apple trees and stiff French poplars, and a short way further on is the Gaspereau mouth, where the exiles embarked.



Halifax

TO HALIFAX (Continued)

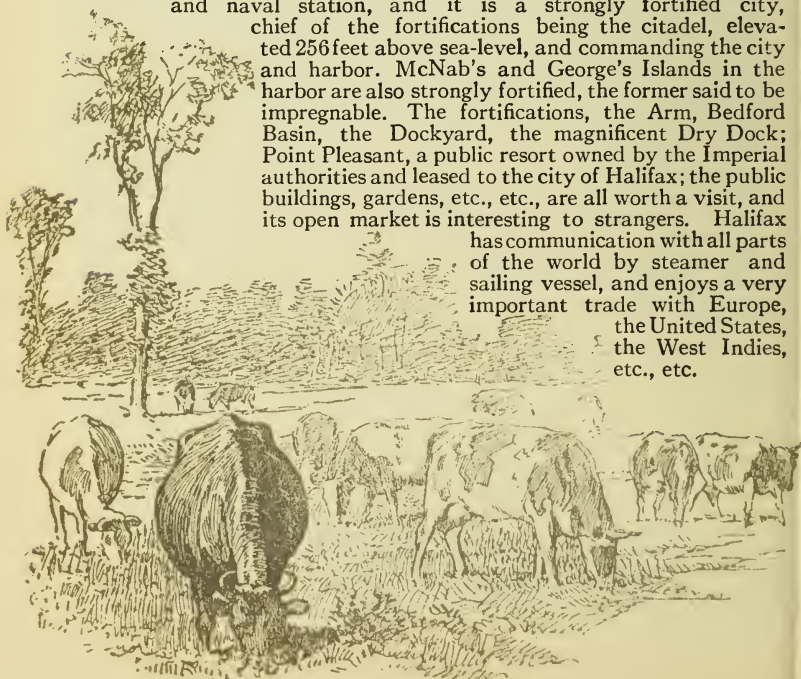
Truro—*Alt. 60 ft. Pop. 6,107.* A pretty and thriving town in the midst of most picturesque scenery and having one of the finest natural parks in North America, within half a mile of the railway station. Within easy driving distance of Truro are a number of streams and lakes in which there is good trout fishing. Moose are found in the Stewiacke Mountains, and caribou about Pembroke; grouse are plentiful, and geese, brant, duck, curlew and snipe are common in the spring and fall. From Truro a branch line runs to Pictou, where steamers depart for Charlottetown, Prince Edward Island, and another branch runs to New Glasgow and Mulgrave, on the Straits of Canso, connecting with steamers from Cape Breton Island, and with the extension of the railway through the Island to the Sydneys, which have become great industrial centres and give promise of further future development. From them, historic Louisbourg is easily reached by rail. A capital service has been inaugurated between North Sydney and Port aux Basques, Newfoundland—the sea voyage only occupying six hours—there connecting with the Reid-Newfoundland Co.'s Ry., which traverses the island to St. John's on the eastern coast, and by these delightful excursions can be made. The Reid-Newfoundland Co. also controls the steamer service to the Labrador Coast.

Stewiacke	<i>Alt. 86</i>	The little towns of Stewiacke and
Shubenacadie	<i>" 66</i>	Shubenacadie are passed, and at Wind-
Windsor Junction	<i>" 129</i>	sor Junction the trains of the Dominion
Bedford	<i>" 44</i>	Atlantic Railway branch off through

the land of Evangeline to Digby and Yarmouth, where steamer connection is made with Boston. At Bedford the railway reaches Bedford Basin, a magnificent sheet of water, along which it runs for several miles, amidst pretty scenery, to Halifax.

Halifax—*Alt. 57. Pop. 55,000.* The capital of Nova Scotia, and from its long association with the military and navy of the mother country, the most thoroughly English city on the continent. The fame of its magnificent harbor is known in every land, it ranking amongst the four finest in the world. Halifax is a winter port for the Atlantic steamships carrying the Royal Mail including those operated in connection with the Canadian Pacific Railway. It is a military

and naval station, and it is a strongly fortified city, chief of the fortifications being the citadel, elevated 256 feet above sea-level, and commanding the city and harbor. McNab's and George's Islands in the harbor are also strongly fortified, the former said to be impregnable. The fortifications, the Arm, Bedford Basin, the Dockyard, the magnificent Dry Dock; Point Pleasant, a public resort owned by the Imperial authorities and leased to the city of Halifax; the public buildings, gardens, etc., etc., are all worth a visit, and its open market is interesting to strangers. Halifax has communication with all parts of the world by steamer and sailing vessel, and enjoys a very important trade with Europe, the United States, the West Indies, etc., etc.

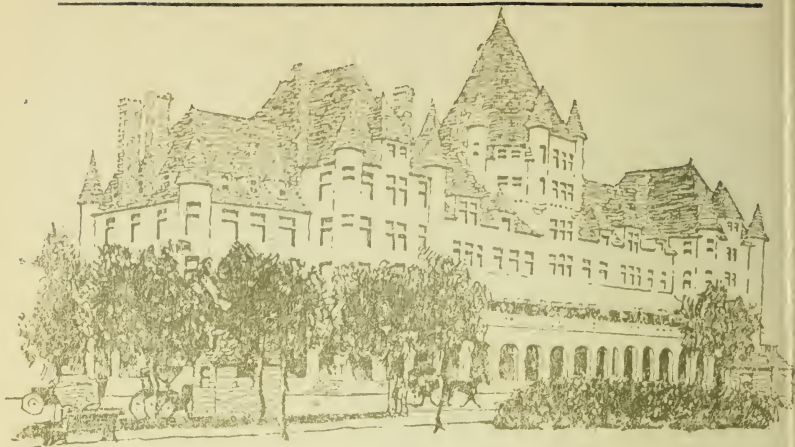


Nova Scotia Farm Scene



MONTREAL TO HALIFAX AND QUEBEC

Indicates Double Track



Place Viger Hotel, Montreal

MONTREAL AND QUEBEC: 173 Miles QUEBEC ROUTE (Eastern Division)

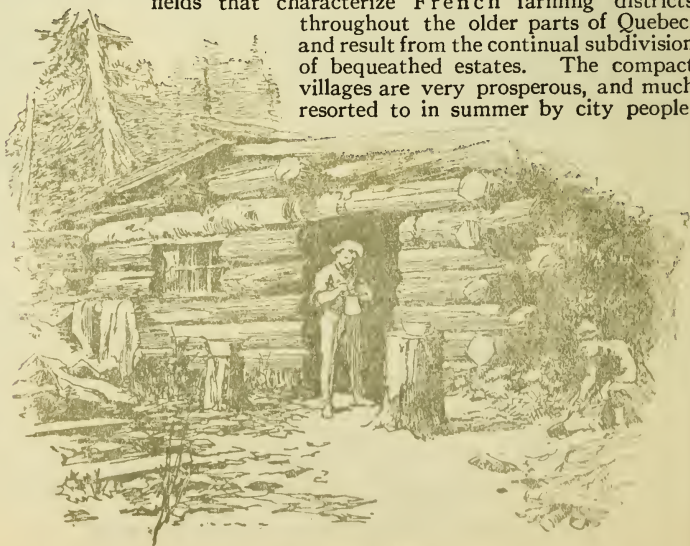
Montreal—*Alt. 59 ft.* Place Viger passenger station and hotel, a handsome structure erected and operated by the Canadian Pacific Railway Company.

Mile End	<i>Alt. 222</i>
Bordeaux	" 75
St. Martin Jct.	" 110
St. Vincent de Paul	" 75

The line runs around the eastern part of Montreal, crosses the Back River at Bordeaux, and at St. Martin Junction branches off to the right. St. Vincent de Paul is the site of the Quebec provincial penitentiary.

The route now lies across the lowlands stretching between the northern bank of the St. Lawrence and the hills which lie at a constantly increasing distance from the river. This is for the most part a perfectly level and closely cultivated plain, cut up into the narrow fields that characterize French farming districts

throughout the older parts of Quebec, and result from the continual subdivision of bequeathed estates. The compact villages are very prosperous, and much resorted to in summer by city people.



In a Lumber Camp

In each one the churches and educational or charitable institutions of the Roman Catholic faith are the most conspicuous buildings.

Terrebonne	<i>Alt.</i> 63
Mascouche	" 65
Cabane Ronde	" 76
L'Epiphanie	" 76
Vaocluse	" 77
Lavaltrie	" 89
Lanorale	" 76
Berthier Junc.	" 40
St. Cuthbert	" 41
St. Barthelemy	" 36
Maskinonge	" 53
Louiseville	" 46
Yamachiche	" 37
Pointe du Lac	" 72

Brandon, (*pop.* 3,300). Lanoraie and Berthier are the stations for populous river-landings of the same names, the latter reached by a short branch line from Berthier Junction.

Three Rivers—*Pop.* 19,000.—At the mouth of the St. Maurice and at the head of tide-water in the St. Lawrence. It was founded in 1618, and played an important part in the early history of Canada. It is eminent for its Roman Catholic institutions, and is one of the prettiest towns in the province. The chief industry is the shipment of lumber, and over \$1,000,000 has been invested in mills and booms above the city, where logs are accumulated. There are large iron works and machine shops here, making stoves and car wheels in great numbers from the bog iron ore of the vicinity. Steamers ply daily to adjacent river villages.

Piles Junction	<i>Alt.</i> 127
Red Mill	" 80
Champlain	" 51
Batiscan	" 37
La Perade	" "
Grondines	" 128
Lachevrotiere	" 138
Deschambault	" 182
Portneuf	" 192
St. Basile	" 205
Pont Rouge	" 356
Belair	" 189
Lorette	" 87

From Piles Junction a subdivision extends to the farming district of Grandes Piles, 27 miles northward, near the St. Maurice, a stream affording fine fishing. Shawinigan Falls is reached by another subdivision direct from Three Rivers. The water-power has been harnessed by an enterprising company. Eight miles below the falls is the prosperous village of Grand Mere, at which are the extensive works of the Laurentides Pulp Company.

Many of the towns passed are ancient settlements, originally seigniories, fronting upon the St. Lawrence. Powerful rivers come down from the hills at frequent

intervals, giving water-power to almost every village. The fishing is excellent in all of these streams and one of them (the Jacques

Cartier) is a noted salmon river. All the villages are quaint and picturesque in the highest degree, and French is almost universally spoken. Portneuf (*pop.* 1,800) is a thriving factory town devoted principally to shoemaking and wood-pulp. Lorette is mainly a settlement of Christianized Huron Indians, founded 250 years ago.

Quebec—*Alt.* 19 ft. *Pop.* 87,000—

This old city occupies the base and summit of a lofty crag projecting into the St. Lawrence. Jacques Cartier, the first European who sailed into the river, spent the winter of 1535 at the base of the cliffs, and French fur companies soon after established



A familiar sight in Quebec



Montmorency Falls

here their trading headquarters. As the settlement grew, and the fortifications were enlarged, Quebec became the stronghold of Canada, remaining so until captured by the English under Wolfe, in 1759. No other city in America is so grandly situated, or offers views from its higher points so diversified and lovely. In Upper Town, on the highlands, are the public buildings, churches, convents, schools, business blocks and hotels, chief among which is the Chateau Frontenac, on Dufferin Terrace, a magnificent fireproof structure. Lower Town is the commercial quarter, and abounds in irregular, narrow streets and quaint old houses. Enormous transactions in lumber go on here annually. The lower valley of the St. Lawrence, and the northern lumbering regions draw their merchandise from this centre. The surrounding country is remarkably interesting in scenery, history, and opportunities for sport, and the city is not only a favorite summer resort, but its attractions in winter, both in amusements and the health-giving qualities of the climate, are yearly becoming more popular. The railways reaching the city are the Canadian Pacific and Quebec & Lake St. John, the latter extending to Lake St. John, Chicoutimi and the head waters of the Saguenay. To Levis, on the opposite bank of the St. Lawrence, come the Grand Trunk, the Intercolonial, and the Quebec Central. Transatlantic steamers of the Canadian Pacific, Allan, Dominion and several other lines call here in summer, and local steamers depart for the Lower St. Lawrence and Saguenay rivers.

The Chateau Frontenac occupies an enviable place amongst the famous hotels of the continent. Its furnishings are rich and ornate without being too elaborate, its cuisine is unexcelled, and its situation makes it a most convenient headquarters for both the sight-seer and those who have business to transact in the city. The whole building is ventilated by a specially designed system that keeps the rooms cool and comfortable in the hottest days of summer, and warm and snug when the mercury threatens to break the bottom out of the thermometer. Dufferin Terrace under the Chateau's windows is the promenade of the city, and surely no other city has one that can vie with it in the beauty of its view, and in the exhilarating freshness of its air. By day or night, in winter, spring or summer, the view from the Chateau Turret Rooms looking away down the St. Lawrence from Beauport round over the Isle of Orleans to Levis never fails to impress itself on the beholder, as much on the last a day of visit as on the first, as a picture simply perfect, incomparable, that never palls. As the night falls Levis becomes a hillside of twinkling lights while big liners and perhaps a man-of-war blaze like gigantic glowworms on the water. The Chateau Frontenac is built on the site of Frontenac's Chateau St. Louis, a fortress which withstood many a fierce attack from besiegers in days gone by.



Chateau Frontenac, Quebec



Trainload Farm Tractors in Winnipeg Yard

THROUGH LINE

Winnipeg to Minneapolis and St. Paul

Winnipeg to St. Paul: 461 Miles

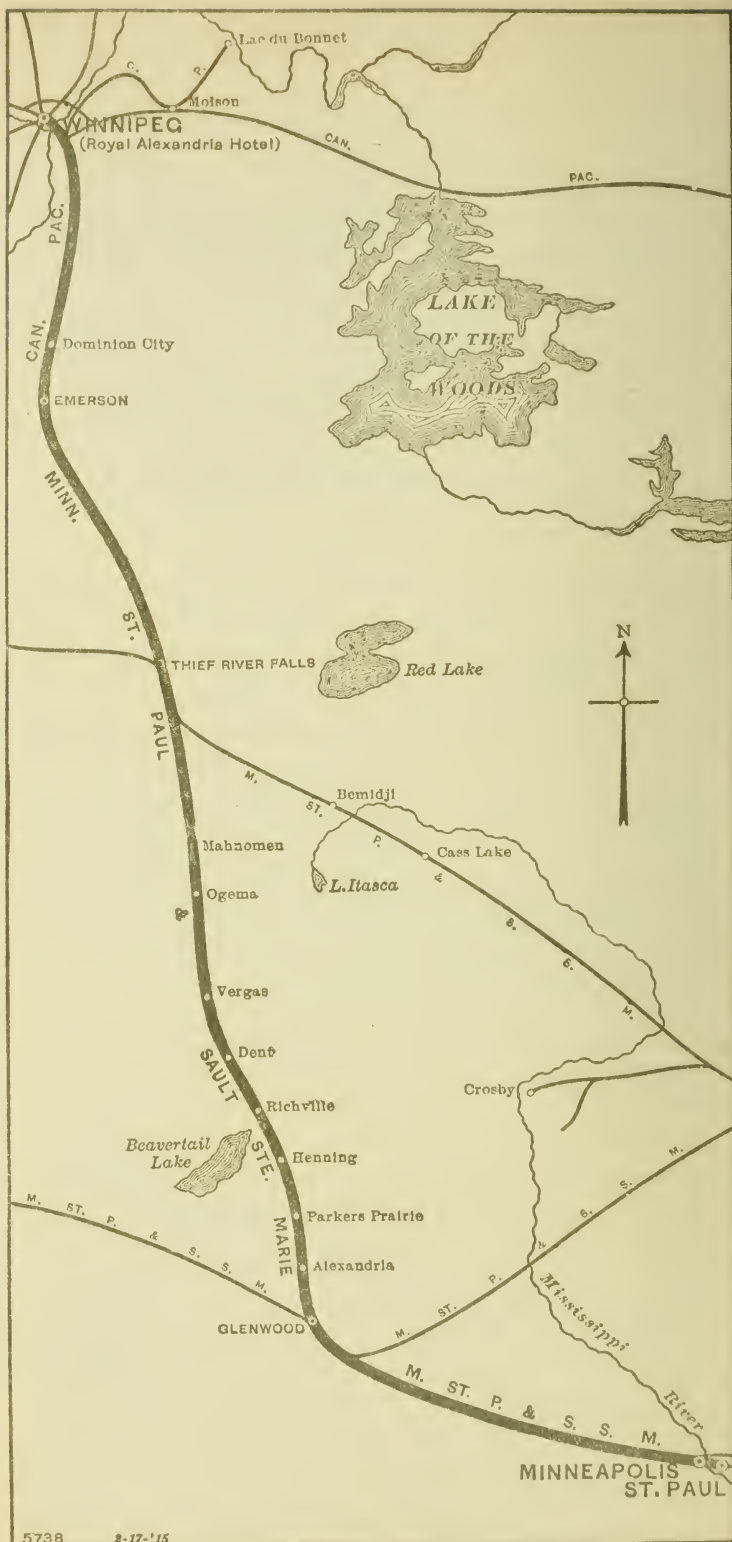
Winnipeg	<i>Alt. 761</i>
Dominion City	<i>" 787</i>
Emerson	<i>" 761</i>

The shortest, quickest and most convenient connection between Winnipeg and the Twin Cities, Minneapolis and St. Paul, is afforded by the through Canadian Pacific Railway Soo Line route, by way

of Emerson and Glenwood. After leaving Winnipeg the line runs up the fertile valley of the Red River of the North. On either side are seen great stretches of prairie land that are now mostly under the plough. Thriving settlements are passed every few miles, and the country has an air of great, almost unrivalled, prosperity.

In olden days Fort Garry and the Red River settlement were reached by following the current, firstly, in voyageurs' bateaux and later in shallow-draught steamboats, and settlers took up land along the river many years before the back country was opened, consequently some of the farms have been under cultivation for several generations. Fifty-five miles after leaving Winnipeg Dominion City (*pop. 400*) is reached.

Sixty-five miles from Winnipeg the boundary is crossed at Emerson (*pop. 1,250*), the most southerly town of the Province of Manitoba. Emerson has grown rapidly during the past few years and promises to attain to a much more prominent position in the near future, being now an important station on the new through Canadian Pacific line between Winnipeg and the south. When Emerson is reached the train leaves the wheat belt of Manitoba, a part of what is rapidly becoming the greatest wheat producing country in the world. Here the train commences its journey over the Soo Line to Minneapolis and St. Paul without change. The line passes just northwest of the Red Lake Indian Reservation, and then through the western part of the White Earth Indian Reservation. From this Reservation southward to Alexandria the scenery in its nature varies but little, being a succession of well-tilled farms, of beautiful groves of magnificent timber and of picturesque sheets of sparkling spring water. The towns are in close proximity to each other, the country being rich enough to support many busy business centres without having long distances intervene. Between Emerson and Detroit the country is far less well developed, and although farmed to some extent is as yet almost virgin territory. But for fishing and shooting it stands without a peer. The fish predominating is, of



WINNIPEG TO MINNEAPOLIS-ST. PAUL

course, the black bass, although pike, pickerel, crappies and perch are plentiful. Throughout the country north of Detroit and through the reservations the lakes, and there are many, are virgin. Game is plentiful; prairie chicken are found everywhere, and duck of a dozen varieties flock to the immense feeding grounds of wild rice and celery. Part-ridge and quail are plentiful, and the grouse shooting is also good in the season. The reserves with their great tracts of standing pine are a refuge for all kinds of game. Detroit is an old established town of this section of the country, the last census giving it the credit of about three thousand people. It is far-famed as a summer resort, being finely located in the midst of numerous lakes, and having within a small radius a great number of summer hotels and cottages. It is a business centre of importance, and is recognized as one of the coming cities of the State. Altona, Dent and Richville are located all advantageously in splendid farming country and are towns of great promise. Ottetail is located on the shores of the great Ottetail Lake, and already has a population of several hundred.

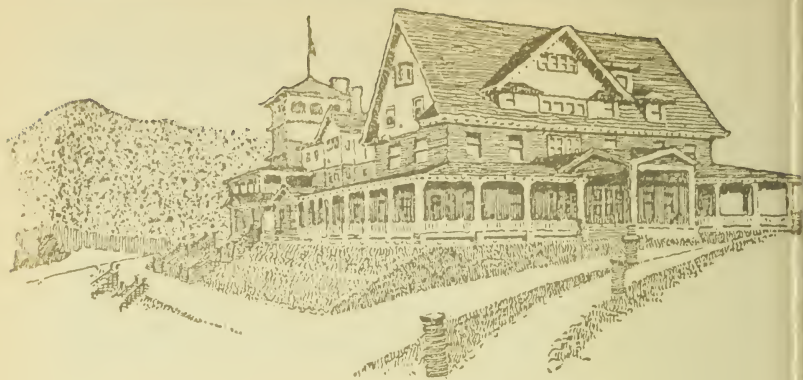
Of Alexandria, which is quite an important town, it may be said, as of the farming country north and south, that it has seen years enough to remove many of the necessary marks of early rawness. In the city are well made streets with symmetrical trees, lawns well kept, and a type of residences that tells of prosperous content after strenuous years. It is completely surrounded by lakes. Lakes Victoria and Geneva lie about a mile east of the town and extend five miles north and south. Between these is Geneva Beach, where are situated, among other summer hostleries, the Geneva Beach Hotel and its colony of pretty cottages. At Glenwood the new line, the shortest and quickest route from Winnipeg, the metropolis of the Canadian West, to the Twin Cities, leaves the heart of the greater lake region directly south through which it has been passing, past the White Earth Indian Reservation, from the Canadian Boundary, and joins the main line, which strikes in here from the prairie country. The route is now by main line on to the Twin Cities.

The lakey way in the firmament of Minnesota lakes much resembles in outline a gigantic fish-hook, with the eye at the Twin Cities, the shaft

Thief River Falls	<i>Alt.</i> 1,137
Mahnomen	" 1,200
Vergas	" 1,390
Dent	" 1,375
Richville	" 1,375
Hennings	" 1,439
Parker's Prairie	" 1,440
Alexandria	" 1,391
Glenwood	" 1,403
Minneapolis	" 825
Station	
St. Paul	" 704
Union Station	

running northwest, as though in ages past some titanic bass had struggled with it. This belt is not comparatively wide through the first hundred miles of its length out from the Twin Cities, but broadens as it turns northward, a territory at once the beauty spot and the black bass preserve of the great West. West of this region the country smoothes down and sobers off into the famous prairies of the Red River Valley, every foot of which is capable of furnishing its quota of wheat, corn and other cultivated crops. East, the land varies

from prairie to pinery, but the Park Region itself is a territory with slightly rolling surface, where wood rimmed lakes are divided by wooded prairies and where prosperous farming has not harmed but heightened the charm of the scenery.



Canadian Pacific Hotel, Balfour

CROWS NEST PASS ROUTE

Through Arrow and Kootenay Lakes and Crowsnest Pass

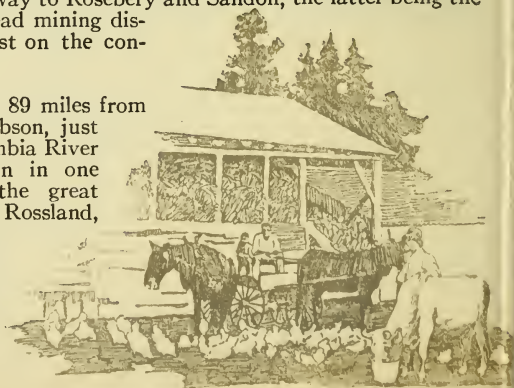
Revelstoke—*Alt. 1,492 ft.* The shortest and quickest route to the mining regions of West and East Kootenay from the Pacific coast is provided by the combined water and rail service furnished by the Canadian Pacific Railway Co., which also gives an alternate way through the mountains of south-eastern British Columbia to the Canadian West, where close connection is made with the transcontinental trains which run on the main line.

Arrowhead—From Revelstoke the Arrow Lake subdivision of the Canadian Pacific Railway follows the eastern bank of the Columbia River, 28 miles to Arrowhead, at the head of Upper Arrow Lake—an expansion of the Columbia—where one of the fine steamers of the Company is boarded. It is a most delightful sail through the lakes and river, the scenery having that picturesqueness and charm characteristic of mountain waters. On either side crag and cliff alternate with wooded ravine, their beauty accentuated by many little rills and cascades dropping over the overhanging banks.

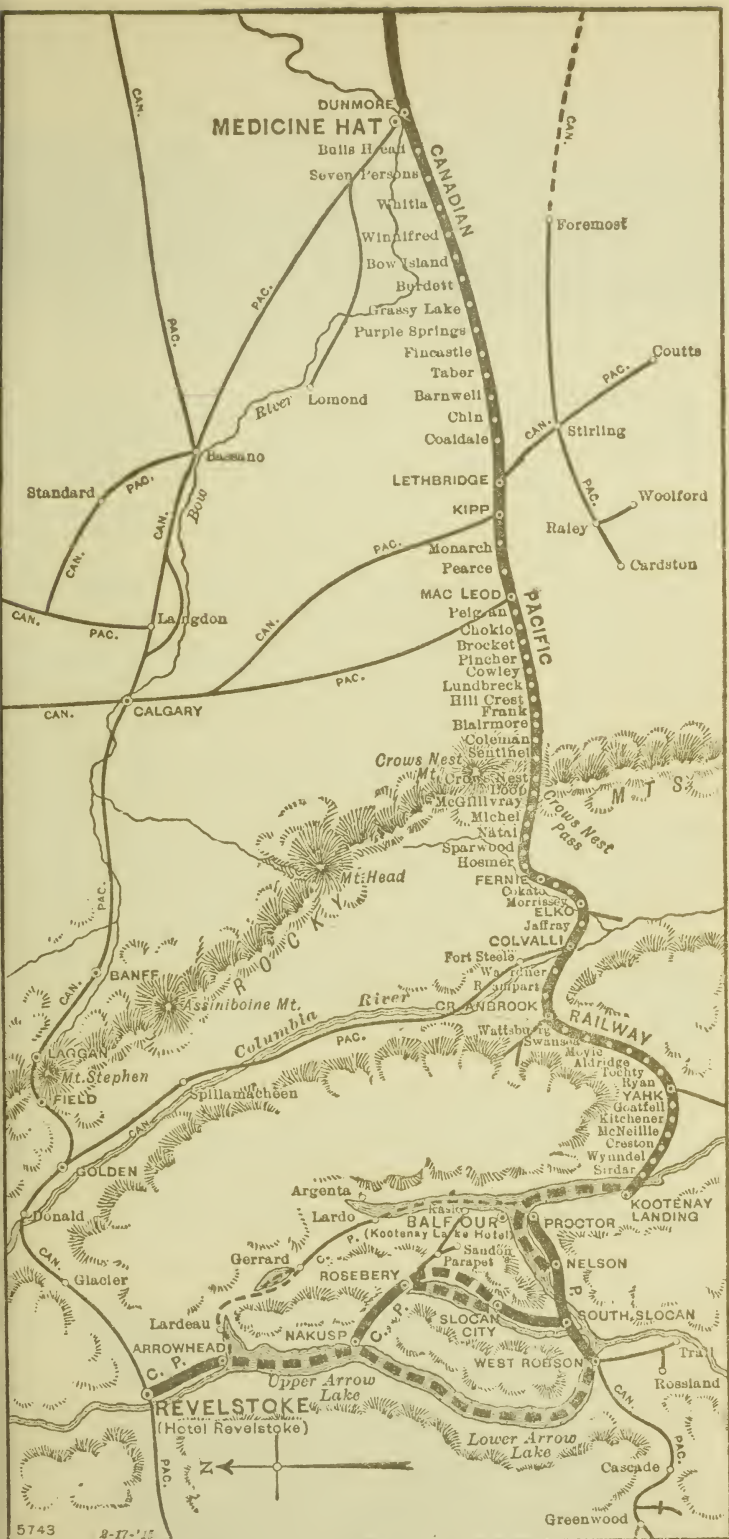
Halcyon Hot Sps. Nakusp

The first port of call is Halcyon Hot Springs, whose waters possess those qualities which make the place a popular health resort. A fine hotel is erected here, and there are several cottages for the use of visitors. Twenty-three miles further down the lake is Nakusp, the starting point by rail over the Nakusp-Slocan subdivision of the Canadian Pacific Railway to Rosebery and Sandon, the latter being the centre of the silver-lead mining district, one of the richest on the continent.

Rosebery—Nakusp is 89 miles from West Robson, just below which the Columbia River is bridged. Trains run in one direction to Trail, the great smelter centre, and Rossland, the progressive mining town of the Trail Creek district, where are located Le Roy and



Ranch near Balfour



REVELSTOKE TO MEDICINE HAT VIA
CROWS NEST PASS



Kootenay Lake

other wealth-producing mines, and through the Boundary District to Midway (*Alt. 1,700 ft.*), on the international boundary, passing en route the mining towns of Grand Forks (*Alt. 1,583 ft.*) and Greenwood (*Alt. 2,293 ft.*), where immense smelters are in active operation. The wealth of the Boundary District is yearly becoming more apparent, and the construction by the railway company of short spurs to different camps is materially aiding in the work of development.

From West Robson, the Columbia and Kootenay subdivision of the Canadian Pacific parallels on the north bank the Lower Kootenay, which flows in turbulent rapids from Kootenay Lake to the Columbia, which it enters just below Robson. The Kootenay is a magnificent trout stream, and yearly attracts large numbers of anglers.

South Slokan Bonnington Falls, near South Slokan, is a grand waterfall, whose power has been harnessed by an electric company which supplies both light and power to the mines of Rossland and elsewhere. Thirteen miles east of South Slokan is the picturesque and prosperous city of Nelson, one

Nelson *Alt. 1,769 ft.* of the best residential towns of British Columbia, and the judicial centre of the district.

Nelson (*Pop. 8,000*) has an electric street car system, fine hotels, churches, schools and several public buildings, and is rapidly progressing. Its commerce is steadily expanding. The Hall Mines' Smelter is here, and the company's mines are on Toad Mountain, four miles away, and connected by aerial tramway for carriage of ore. Nelson is situated on an arm of Kootenay Lake, and in the locality excellent shooting and fishing are to be had. Not far to the east of Nelson is a delightful tourist hotel, built and operated by the Canadian Pacific Railway—the Kootenay Lake Hotel, at Balfour, B.C. Excellent tennis courts and facilities for boating and fishing make this an ideal summer resort.

From Nelson all parts of the lake are reached by the splendid steamers of the Canadian Pacific Railway—Pilot Bay, Ainsworth, Kaslo, Lardo, Argenta, Kootenay Land-

Kootenay Landing. *Alt. 1,764 ft.* ing, etc. Kootenay Landing is the western terminus of the

Crows Nest Pass Route, the intervening distance between Nelson and this place affording a most enjoyable water trip.



Nelson, B.C., the Queen of the Kootenays

KOOTENAY LANDING AND DUNMORE also SPOKANE TO ST. PAUL

Via Crows Nest Pass Route

Kootenay Landing to Dunmore: 392 Miles

Kootenay Landing Alt. 1,764
Sirdar " 1,713

The present western terminus of the Crows Nest Pass Route, whose construction is one of the record breakers in the annals of rail-

roading. The transfer from steamer to train is easily made on the mammoth slips erected at Kootenay Landing. The railway line rises from the Kootenay Flats to Sirdar, then skirting Duck Lake, which swarms with wildfowl, follows the western slope of the Purcell range of the Selkirks, and rounding the southern slope of Goat Mountain, passes Creston and crosses the famed Goat River Canyon four miles east of that station. The canyon is a remarkable rock crevice, through whose narrow width the angry waters of the Goat rush and roar with terrific speed. The valley of the Goat River is followed to Kitchener, near which are immense deposits of hematite iron now being developed. The ascent of the Selkirks continues beyond Goatfell, and the summit is reached at an altitude of 2,857 feet.

Portland, Ore.—Alt. 16 ft. On the Willamette River at its confluence with the Columbia (pop. 250,000). Many large factories and fine public buildings. Chief distributing point for State of Oregon and several adjoining states. Here are departments of the Universities of Oregon and Willamette. Portland is now known as "The Rose City," owing to the wonderful wealth of roses to be seen everywhere. The climate is unsurpassed and the death rate is only 9.5 per thousand.

Spokane, Wash.—Alt. 1,950 ft. Pop. 100,000. A rising commercial centre. Has many fine buildings, parks and pleasant driveways. The Spokane River Falls, which within half-a-mile falls 150 ft., gives the city a valuable water power. Gold, silver and lead are mined and granite quarried in the vicinity. Direct rail connection is made from Portland and all important points on Pacific Coast.

Sand Point Alt. 2,102
Bonner's Ferry " 1,778

Leaving Spokane by the Spokane International Railway, the traveller is taken through the famous Sentinel Valley via Sand Point and Bonner's Ferry. The climate in this district is even and pleasant, and the scenery is unequalled for novelty, interest and picturesque outlook.

Kingsgate (Eastport)—Alt. 2,634 ft. Arriving at Kingsgate the Canadian Boundary has been crossed and connection made with the Canadian Pacific Railway via Shore Line to Yahk, the junction point of the Spokane and Kootenay Lines.

Yahk Alt. 2,813
Tochty " 2,960
Aldridge " 3,047
Moyie " 3,041
Wattsburg " 3,226

Following down Summit Creek, the valley of the Moyie is entered just west of Yahk station, and from here and along the route to Tochty splendid views of the Yahk Mountains on the south are obtainable. The Moyie River is followed through a heavily timbered country, and at the southern extremity of Lower Moyie Lake, a pretty water stretch, is



Crow's Nest Mountain

Moyie, near which mining operations are extensively carried on, this being the site of the Ste. Eugene Consolidated, one of the largest silver-lead properties in the world. Game is abundant in the locality—both large and small—and there is capital fishing. The line closely follows the winding shores of Moyie Lake, the waters of which, occupying the whole valley, force the railway into the mountain's sides. Leaving Swansea, a park-like country is entered, through which flow several streams, from some of which gold has been extracted. A northerly course is followed to Cranbrook, one of the most prettily located towns in British Columbia.

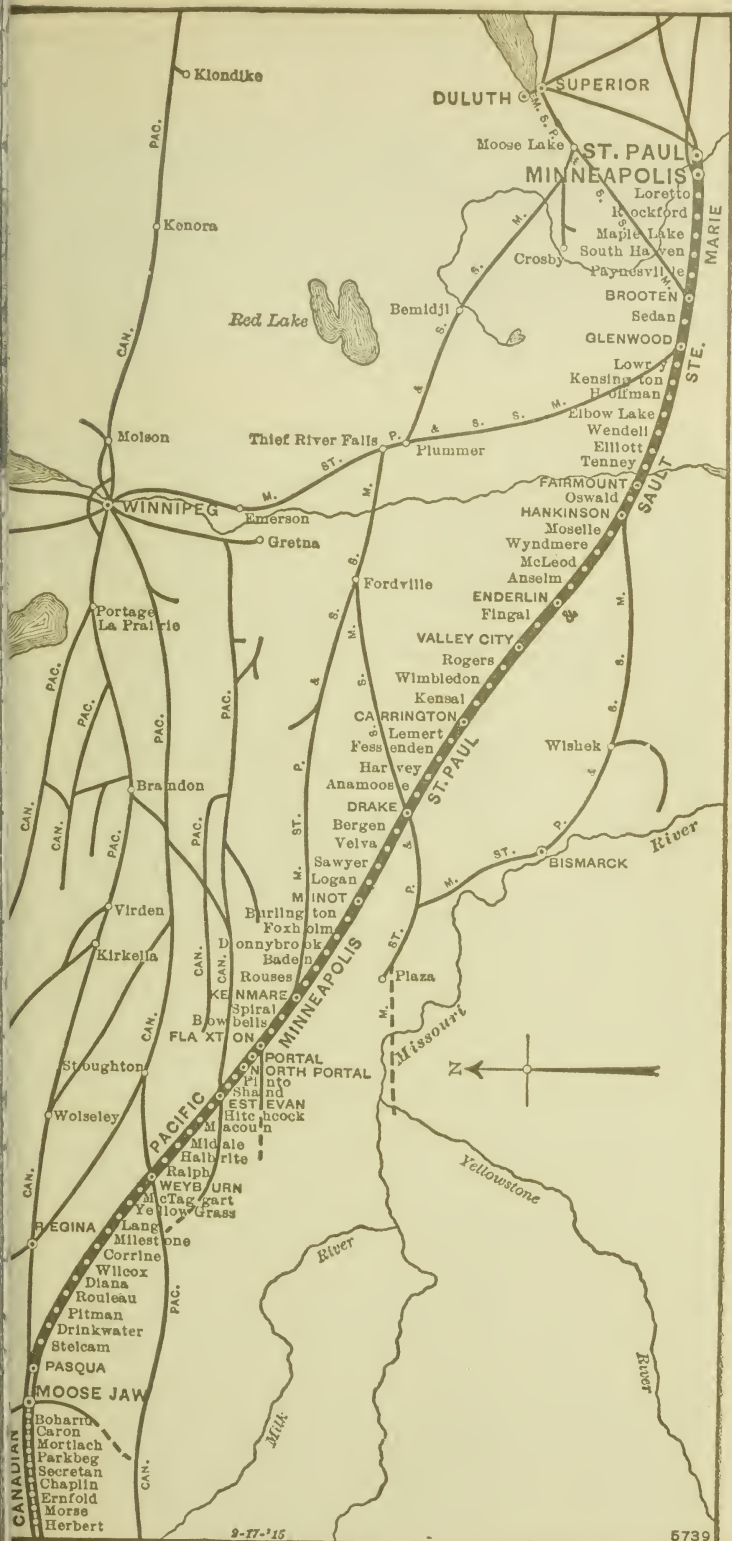
Cranbrook—*Alt. 2,911 ft. Pop. 4,000.* The broad valley between the Selkirks and the Rockies in which Cranbrook lies is a fertile stretch, in which are ranches, small farms, and budding orchards. The town itself shows every indication of prosperity and progress, being the supply point for the mines and ranches in the vicinity. Col. Baker has here a ranch of several thousand acres. Cranbrook has already become a centre of great importance. It is the chief divisional point on the Crows Nest Pass Route, and has, besides the shops of the railway, a number of well-stocked stores, chartered bank, hotels, churches, schools, etc. It is the principal lumbering point in East Kootenay, having four sawmills operating within its limits. The town is lighted by electricity, and as a residential town it has no superior in British Columbia. A subdivision of railway runs to the North Star and Sullivan Mines and Kimberly (18 miles) and Marysville. From Cranbrook, the grade gradually rises to Isidor Canyon, whose brink is skirted. A branch line turns off at Colvalli for Fort Steele and the beautiful Windermere county, connecting in the main line at Golden.

Wardner *Alt. 2,480*
Jaffray " *2,694*

The grandeur of the mountains is not lost, and the giants of both the ranges can be viewed from the train with scarcely any obstruction. After penetrating natural park lands perfectly clear of undergrowth, the valley of the Kootenay is reached. The course has been in a southeasterly direction, and follows the Kootenay River, which is crossed at Wardner, on a magnificent Howe truss bridge. The Kootenay flows to the south, and deflecting in Idaho, returns to Canadian territory near Kootenay Landing, where its waters pour into Kootenay Lake. Lofty peaks and frowning precipices confront one—those of the last great range, the Rockies, the backbone of the continent. The three isolated peaks are called the "Steeple."

Elko *Alt. 3,080*
Morrissey " *3,128*
Cokato " *3,221*

The next station is Elko, which is destined to be the market town for the Tobacco Plains and the farming settlements to the south. The utilization of the water power of the Elk at this point should make this town one of great importance. Beyond Elko, the Elk River is crossed, and about a mile below is the Elk River Canyon, which extends for several miles. The water drops 600 feet in that distance, and being compressed between narrow vertical walls, turbulently rushes



— — — — — Indicates Double Track

MOOSE JAW TO MINNEAPOLIS-ST. PAUL



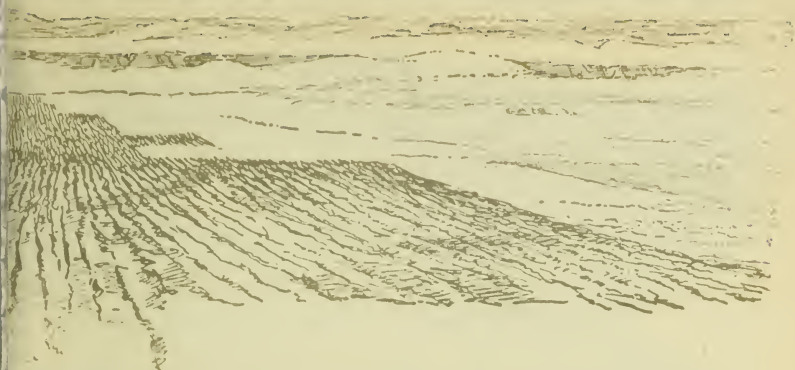
Prairie Scene in Southern Alberta

through the canyon. The scenery here rivals that of the Fraser and Thompson Canyons. The railway turns north-easterly, following the Elk for over 40 miles. Along the Elk thick seams of coal crop out, for here are the great coal fields of East Kootenay, which are said to be the largest undeveloped coal measures in the world. Coal exists to the summit of the Rockies, and beyond the pass it is again found underlying vast areas. An analysis and test of these coals have been made, and the results as shown in the Government reports prove that they compare favorably with the best coals of the same variety in Pennsylvania. Of coking coal there is an abundance, which is proving of great importance to the smelters of British Columbia. Passing through a thickly timbered country and crossing Morrissey and other creeks, the

Fernie	<i>Alt.</i>	<i>5,500</i>
Hosmer	"	<i>3,445</i>
Sparwood	"	<i>3,836</i>
Natal	"	<i>3,771</i>
Michel	"	<i>3,850</i>
McGillvray	"	<i>4,161</i>
Crows Nest	"	<i>4,442</i>

railway runs into Fernie, the present centre of development of the coal industry. This town (*pop.* 4,500), which is at the mouth of Coal Creek, only sprang into existence in 1898, and is making wonderful progress. It has fine hotels, good stores and a large number of comfortable residences. Already a large number of coke ovens are in operation, and as the supply of coal is inex-

haustible, these will be increased as the demand for coke by the smelters of the province becomes greater. The coal mines are five miles to the south and are connected with the town by a branch railway. The railway continues up along the Elk to Michel, at its junction with Michel Creek, where coal mining operations are in progress. Thence it follows the Michel and climbs up the mountain sides, making some amazing turns and twists to gain higher ground. By the "Loop" nearly three miles are travelled to make a height of less than 200 feet—the road doubling back on itself to within a stone's throw of its course directly below. Summit Lake and Crows Nest are reached at an altitude of 4,410 feet. A short distance east the summit of the Rockies is crossed at an altitude of 4,427 feet. Here is the dividing line between British Columbia and Alberta, and a mountain stream separating its waters flows both to the east and to the west, one emptying finally in Hudson Bay and one in the Pacific Ocean. Shortly after the descent is commenced Island Lake, a placid hill-girt stretch, is skirted at an altitude of 4,409 feet, and beyond is Crows Nest Lake (*alt.* 4,390 ft.), whose western bank is followed for several miles. This lake is credited with being the birthplace of the zephyrs that blow across the plains, and it is known that on occasions, while the western part of the lake is still and calm, "white caps" predominate on the eastern part. The railway runs directly past "the cave"—a hole in the side of Sentinel Mountain—from which pours out a great flood. This is the source of the Middle Fork of the Old Man River, which is believed to be the outflow of a subterranean stream. Five miles to the north is a remarkable phenomenon in the shape of a natural tunnel which pierces a mountain. Directly to the left is Crows Nest Mountain, a magnificent hoary-headed giant, which rises to a height of 7,800 feet, at whose rear is a cluster of pinacles known as the Seven Sisters. On this great isolated mountain the attention of the traveller is naturally concentrated, its splendor and beauty being one of the chief glories of this region of the Rockies.



When first seen from Crows Nest Lake it has the appearance of a mastiff's head.

Coleman Alt. 4,301
Blairmore " 4,224
Frank " 4,201
Hillcrest " 4,110

Blairmore, to the east of which are cold sulphur springs whose waters are sought by many, is reached and beyond is a narrow defile—"The Gap"—through which the train finds its way to the foot-hills and the plains.

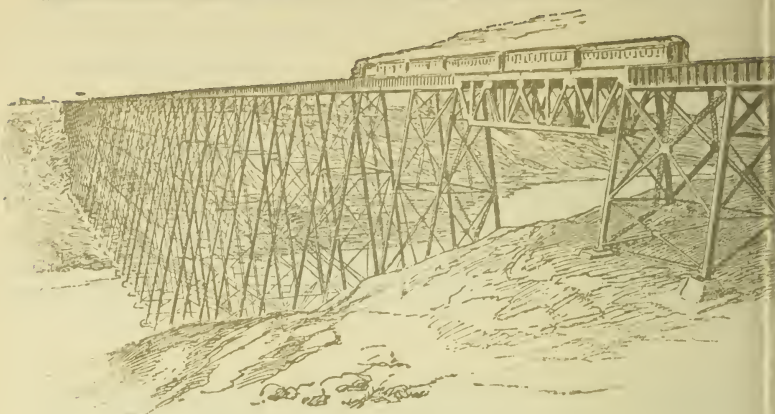
To the right Turtle Mountain looms to great height, its base forming one of the walls of the Gap, and here a last view of the grand Crows Nest Mountain is obtained. From Crows Nest Lake the line has followed the middle fork of the Crows Nest or Old Man River, with which it keeps company as a rule as far east as MacLeod. East of Blairmore, the thriving town of Frank, of recent birth, is another centre of coal mining operations. At the crossing of the Middle Fork, near Burmis, is a pretty little crescent-shaped fall. To the left is Massacre Butte, the scene of a horrible tragedy about thirty-five years ago, when a party of German prospectors were butchered by the Indians. The mountains to the left are the Livingston range of the Rockies, between whose base and the Porcupine Hills is a wide tract of grass country on which large heads of cattle and horses feed. In this region there has been a large influx of settlers in recent years, and agriculture as well as stock raising is carried on.

Lundbreck Alt. 3,907
Cowley " 3,830
Pincher " 3,761
Brocket " 3,301
Peigan " 3,311

Cowley is situated about two miles west of the crossing of the south branch of the Old Man River, and six miles east is Pincher (*pop.* 1,250), the station for the thriving town of Pincher Creek, situated in the fertile valley to the south. Four miles east of Pincher, and snugly ensconced in a valley, is the Indian

Industrial School, which is civilizing and educating the youthful "brethren in red." There is a round descent, and the line curves gradually to the south of the Porcupines, crosses many streams that seam the earth, and in which there is capital fishing, and reaches the broad Albertan plain—the home of the cowboy and the cattle king. The Rockies are paralleled for a short distance, affording magnificent views of their marvellous proportions. Victoria Creek (9,860 ft.) and Castle Mountain are prominent in the distance, and Turtle Mountain, shaping itself into a huge tortoise, is silhouetted against the sky. There is a glorious panorama spread before one—on one side the vast plains which stretch far away until earth and sky seem to meet; on the other the serrated Rockies, standing forth in all their sublimity and grandeur, piercing the very clouds. On the plains a long line of large boulders marks the existence of an ice age in prehistoric times, and directly ahead on the left are the Mounted Police quarters and the town of MacLeod.

MacLeod—Alt. 3,103 ft. *Pop.* 2,000. On the Old Man River, one of the most typical of western railway towns, and the headquarters of the ranching industry of Southern Alberta. Throughout this region are many stock ranches, and farming operations are now being largely carried on, large yields of winter wheat of good quality being produced. There is plenty of feed, shelter, and water, and the climatic conditions are most favorable for stock raising, the mean



Lethbridge Viaduct

temperature being higher than in Central Ontario, owing to the prevalence of the Chinook winds, whose moderating influences are felt nearly as far east as Medicine Hat. From Macleod a subdivision runs northwards to Calgary (108 miles) and to Edmonton on the banks of the North Saskatchewan (300 miles), a district which, like Southern Alberta, is attracting a great deal of settlement.

From Macleod the railway continues due east through a level plain, passing several unimportant stations, one of which—Kipp, junction point for the new Acme subdivision—was a trading post in the early days, and

Pearce	<i>Alt.</i> 3,090
Monarch	" 3,093
Kipp	" 3,046

the scene of many an Indian battle, and reaches the valley of the St. Mary's River. West of Lethbridge there has been completed by the Canadian Pacific Railway one of the most gigantic engineering works in Canada, the bridging of the Belly River and the Old Man River, replacing twenty wooden bridges by two immense steel viaducts, one 5,330 feet in length with a maximum height of 314 feet above the river and the other 1,900 feet in length with a height of 146 feet above the bed of the river. The cost of this work exceeded two million dollars. The former is one of the notable steel structures of the world. It required 645 cars to transport the steel used in the construction of these viaducts, and nearly one thousand cars of material were used in the building of these mammoth permanent structures.

This and other important improvements prove the policy of this Company is to spare no expense to make its line the best in the world.

The lands under irrigation in this region and near Lethbridge are being transformed from a range country to a farmer's paradise. Reaching the eastern bank of the St. Mary's, a short run brings the train to Lethbridge (*pop.* 11,070).

Lethbridge	<i>Alt.</i> 2,975
Coaldale	" 2,820
Chin	" 2,776
Barnwell	" 2,725
Taber	" 2,662
Fincastle	" 2,630
Purple Springs	" 2,617
Grassy Lake	" 2,644
Burdett	" 2,567
Bow Island	" 2,612
Winnifred	" 2,714
Whitla	" 2,736
Seven Persons	" 2,468
Bull's Head	" 2,399
Dunmore	" 2,398
Medicine Hat	" 2,168

Is a prosperous coal mining town, owning its own electric light and power plant and water works. The output of the mines, which are worked by the Alberta Railway and Irrigation Co., finds a ready market in Montana, in British Columbia, and as far east as Winnipeg, in Canada. This Company's railway connects Lethbridge with Great Falls, Montana. This district is now known as the home of the celebrated Alberta red wheat, although not a few years ago it was one vast cattle range. From Lethbridge the railway runs due east through a flat country, broken in places by gulches, for 107 miles, and at Dunmore connects with the main

line of the Canadian Pacific Railway, which is followed until Moose Jaw is reached.

Dunmore Maple Creek

Moose Jaw—The junction point with the Soo Line, where connection is made for Minneapolis, St. Paul and Chicago. Portal, Minot, Hankinson and Glenwood are flourishing towns passed en route, and constantly changing panoramic views of lakes, forests, rivers, farms and cosy villages are brought before the traveller as he passes through the lakey way to the twin cities of the Middle States.

Minneapolis St. Paul

The social and commercial centres of the Middle States. Politically two municipal corporations, but in substance one large community of nearly half-a-million population. St. Paul is the capital of the State of Minnesota. Around the city are numerous natural lakes and parks. It is the terminus of nearly all the principal railways of the Western States and a great tourist centre.

The Chicago Line of the Soo Line has many things to commend it to the traveller to Chicago, Milwaukee or to any of the many beautiful summering places to be found east of the Twin Cities along the line. The way is through the beautiful Minnesota country to the Wisconsin line, where the St. Croix River is spanned by a mighty bridge. Through Wisconsin the line runs through an agricultural country that

New Richmond Chippewa Falls Eau Claire Abbotsford Marshfield Stevens Point

is fast becoming known as some of the best farming land in the entire western country. The heavy timber which for so many centuries has covered the land is fast disappearing, and in its place the landscape is becoming dotted with splendid up-to-date farms and fine buildings, for the Wisconsin farmer always prospers.

There are thousands of beautiful lakes along the right of way through the entire state, and many are well known as ideal summering places because of the fine summer homes, and well appointed summer hotels which are built along their shores. The clear crystal waters of these lakes are wonderfully stocked with game fish of all descriptions, the large and small mouthed black bass, however,

Waupaca Neenah Oshkosh Fond du Lac Milwaukee Waukesha

being the most popular with the average sportsman, although the mighty muskalonge, which often grows to a weight of over forty pounds, is also a prime favorite. Waupaca, Wis., is one of the most noted of the vacation spots within easy reach of either Chicago, Milwaukee or the Twin Cities. The lakes at Waupaca are over twenty in number and form a chain several miles in length. The irregular shores,

with their hard sandy beaches, tempt the lover of bathing, while the launch or canoe owner finds the place ideal for cruising. There are many other beauty spots including Stevens Point, Fremont, Fond du Lac, Oshkosh, Cedar Lake, etc. Waukesha, Wis., is famous for its wonderful water, which is shipped all over the country. Waukesha is a city of beautiful drives and handsome residences, and the hotel accommodations are of a high order. There are several lakes nearby, and the Fox river flows near the city. Resthaven, at Waukesha, is

Mukwonago Burlington Silver Lake Camp Lake Lake Villa Chicago

open for business. This model fire proof structure is built upon an elevation which commands a splendid view of the surrounding country. A competent staff of medical specialists, representing the best talent in Milwaukee and Chicago, will be available. The line to Milwaukee branches off from the main line at Rugby Junction, but through sleepers are operated daily between Milwaukee and the Twin Cities.

Chicago, the second city in size and importance in the United States, is reached in the morning, after a fast, comfortable, enjoyable run on a perfect train.

HOTEL SYSTEM CANADIAN PACIFIC RAILWAY

THE CHATEAU FRONTENAC—QUEBEC

In the quaintest and historically the most interesting city in America. One of the finest hotels on the continent. It occupies a commanding position overlooking the St. Lawrence, its site being unrivalled. Rates, \$5.00 per day and upward. One mile from C. P. R. Station. Transfer charge: Bus, 25 cents. American plan.

THE PLACE VIGER—MONTREAL

Is a handsome structure immediately opposite the Viger Square, at Place Viger Station, 1½ miles from Windsor Street Station, and at a convenient distance from Ocean Line docks, most tastefully furnished, the style and elegance characterizing the Chateau Frontenac at Quebec being also found here. Rates, \$4.00 per day and upward. American plan.

THE ALGONQUIN—ST. ANDREWS, N.B.

(Open from June 15th to September)

has recently been thoroughly renovated and much enlarged. Best natural golf links in Canada. Rates \$4.00 per day and upward. Also The Inn (open from June 15th to September 1st) at \$2.50 per day and upward. American plan.

McADAM STATION HOTEL—McADAM JUNC., N.B.

Is especially convenient for travellers, owing to its location at the junction with the main line of the Company's branch lines intersecting New Brunswick. Rates, \$3.00 per day and upward. American plan.

CALEDONIA SPRINGS HOTEL—CALEDONIA SPRINGS, ONT.

Is situated at the famous Caledonia Springs, about 300 yards from the C. P. R. Station. The Springs are now well known all over the American Continent. \$2.50 per day and \$20.00 per week and up. (Winter rate.)

THE ROYAL ALEXANDRA—WINNIPEG, MAN.

Situated at the Railway station, furnished with every modern convenience. European plan.

HOTEL PALLISER—CALGARY, ALTA.

This magnificent hotel is in the heart of Calgary business district, yet with its beautifully arranged sun-parlors, roof gardens, and lounging-rooms, the traveller gets the full advantage of the bracing air of the foothills of the Rocky Mountains. Rates \$4.00 per day and up. American plan.

BANFF SPRINGS HOTEL—BANFF, ALTA.

(Open from May to October)

In the Canadian National Park, on the eastern slope of the Rocky Mountains, is 4,500 feet above sea level, at the junction of the Bow and Spray Rivers. A large and handsome structure. Distance from C. P. R. Station is about 1½ miles. Transfer charge 25 cents. Rates, \$4.00 per day and upward. American plan.

CHATEAU LAKE LOUISE—LAKE LOUISE, ALTA.

(Open from June 1st to October)

Is a quiet resting place in the mountains, situated by Lake Louise, from which there is a good carriage drive. A convenient base from which to explore the Lakes in the Clouds. The Chateau is situated about 4 miles from Lake Louise Station. Tramway Transfer charge 50 cents. Rates \$4.00 per day and upward. American plan.

MOUNT STEPHEN HOUSE—FIELD STATION, B.C.

a chalet hotel fifty miles west of Banff, at the base of Mount Stephen, which towers 8,000 feet above. This is a favorite place for tourists, mountain climbers and artists. The wonderful Yoho Valley is reached by way of Field. Rates \$4.00 per day and upward. American plan.

EMERALD LAKE CHALET—NEAR FIELD, B.C.

(Open from June 15th to September 30th)

a most romantically situated Swiss chalet hotel with accommodation for forty guests. The gateway to Yoho Valley. 7 miles from Field Station. Transfer charge \$1.00. Rates, \$3.50 per day and upward. American plan.

GLACIER HOUSE—GLACIER, B.C.

In the heart of the Selkirk, within forty-five minutes walk of the Great Glacier, which covers an area of about thirty-eight square miles. Rates, \$4.00 per day and upward. American plan.

HOTEL REVELSTOKE—REVELSTOKE, B.C.

situated between the Selkirk and Gold Ranges, at the portal of the West Kootenay gold fields and the Arrow Lakes. Rates, \$3.00 per day and upward. American plan. A. J. MacDonell, Lessee.

KOOTENAY LAKE HOTEL—BALFOUR, B.C.

(Open June 1st to September 30th)

A new first class tourist hotel at Balfour, B.C., near the junction of the Kootenay River and Kootenay Lake. An ideal resort for sportsmen. Rates \$3.50 per day and upward. American plan.

HOTEL SICAMOUS—SICAMOUS, B.C.

built on the shores of the Shuswap Lakes where the Okanagan branch of the C. P. R. begins. Rates, \$3.50 per day and upward. American plan.

HOTEL INCOLA—PENTICTON, B.C.

A new first class Tourist hotel at the foot of navigation on Okanagan Lake, reached by the C.P.R. Steamers. An ideal resort for any time of the year owing to the sunny dry climate of the Okanagan Valley. Managed by H. Vince, for the Kettle Valley Railway.

HOTEL VANCOUVER—VANCOUVER, B.C.

the Pacific Coast terminus of the Railway, is a hotel which is being greatly enlarged to meet the pressing demands and designed to serve the large commercial business of the city, as well as the tourists who find it profitable and interesting to remain a day or longer. Situated ½ mile from C. P. R. Station; transfer charge 25 cents. Rates, \$4.00 per day and upward. American plan.

CAMERON LAKE CHALET—CAMERON LAKE, B.C.

Open May to September 30th

The Chalet at Cameron Lake, on Vancouver Island, E. & N. Ry., is an attractive place for a holiday. Rate, \$3.50 per day. American plan.

EMPRESS HOTEL—VICTORIA, B.C.

A short distance from boat landing. One of the most beautiful hotels on the American Continent. European plan.

F. L. HUTCHINSON, Manager in Chief, Hotel Department,
Canadian Pacific Railway Montreal,

Canadian Pacific Railway

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Across
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NEW TWIN-SISTER SHIPS

Gross register, 13,000 tons, displacement (loaded) 18,000

Twin screws; Sea speed, 16 knots.

Length, 520 feet; width 64 feet.

Passenger capacity:—250 cabin, 1,200 third.

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Card room, drawing room and lounge.

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W. G. ANNABLE,

General Passenger Agent,

MONTREAL, Que.

Dominion Express Building.

Canadian Pacific Railway Steamship Lines

TRANS-PACIFIC SERVICE

VANCOUVER, JAPAN and CHINA

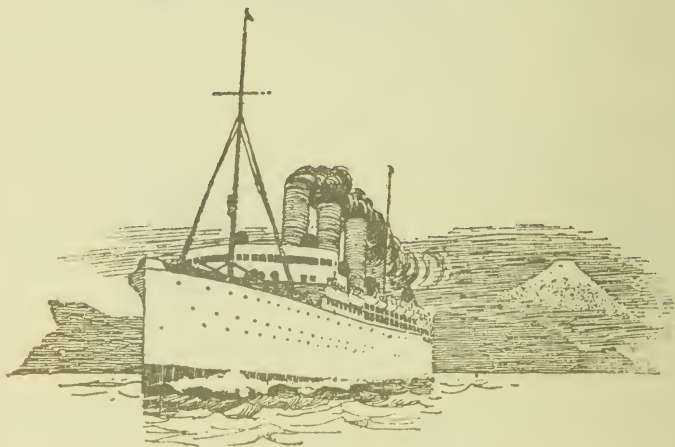
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(At present Requisitioned by the British Government)

Gross register, 16850 tons, displacement (loaded) 30625.
Quadruple screws; Turbine engines; Sea speed 20 knots.
Length, 590 feet; width, 68 feet.
Smoking rooms unparalleled on any ocean.
Attractive drawing-rooms and writing rooms.
Magnificent main saloon, 74 feet long, 65 feet wide.
Luxurious suites:—Parlor, bedroom and bath room.
Single and two-berth rooms.
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Complete information relative to trip to the Orient
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C. E. BENJAMIN,

General Passenger Agent,

Windsor Street Station.

Montreal, Que.

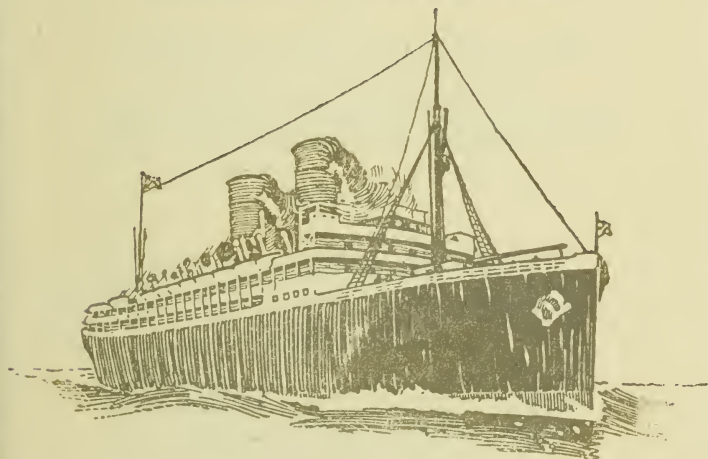
Canadian-Australasian Royal Mail Steamship Line

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Vancouver-Victoria

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